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JUNE/JULY 2010



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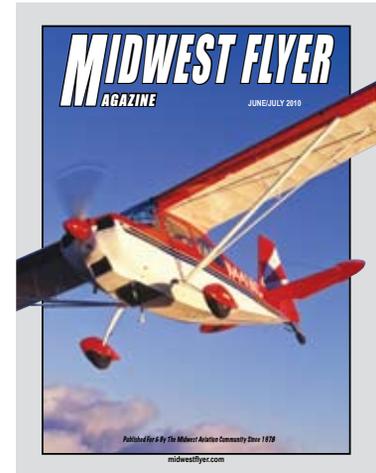
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ON THE COVER: An American Champion Aircraft 160 hp, aerobatic-certified 7GCAA Citabria "Adventure." Complete story on this model, and the other five models built by the American family-owned and operated aircraft manufacturer, beginning on page 29.

Photo by Mike Fizer, AOPA



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Television Promo Reads:

“Barely Used Minnesota Airports Getting Millions In Tax Dollars To Expand”

by Dave Weiman

Jim Hanson, airport manager and fixed base operator in Albert Lea, Minnesota, tipped us off that Minneapolis-based KSTP Television Channel 5 was planning to air a television story on May 13, 2010, criticizing government spending on general aviation airports.



This was the station’s third negative story aired in less than a year slamming GA (see www.midwestflyer.com, “Previous Issues,” December 2009/January 2010). We in turn alerted state and national aviation organizations and the word spread quickly, allowing us enough time to contact the station, but not enough time to change the story. Our calls to KSTP were not returned.

Apparently as a result of a call received from a disgruntled airport employee, KSTP sent a reporter and cameraman around the state of Minnesota to film and document general aviation airport projects. Hanson said: *“I’ve been to this dance before, and noted the tenor of the questioning, (and) I don’t believe it was friendly.”* The

reporter asked a lot of questions like:

1. Why would Blue Earth build an \$8 million runway?
2. Why is Faribault spending \$3 million on a ramp?
3. Every one of these small towns has an airport... Are they really necessary?
4. How much money is the local community putting into the project?
5. In the case of Albert Lea, what made you do the project now? Was it the stimulus money?
6. Why doesn’t Albert Lea and Austin combine and have one airport? Why isn’t Owatonna and Faribault doing the same?
7. We’ve been filming at airports all day, and this is the only place we’ve even seen an airplane fly. Is business that bad? Where are all of the airplanes that we’re spending money on?

Hanson told the reporter: “I can’t speak for Blue Earth, but for Albert Lea, the time has simply come when repairing our existing airport was no longer economical.

“We got 12-15 more years out of our airport than any other local airport built at the same time. The runway could no longer be overlaid; the lights were substandard. There were obstacles off the end. We are finally completing the



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November 1

December - January

January 1

February - March

March 1

April - May

May 1

June - July

July 1

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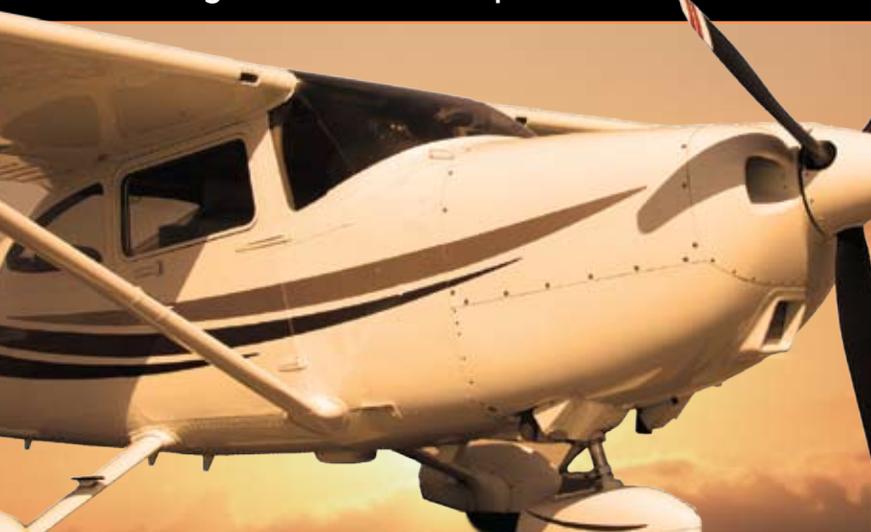
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design that goes all the way back to 1953. When this strip was laid down, the plan was to construct a parallel runway in the future, and use this strip for a taxiway. Fifty-seven years later, that is becoming a reality.

“In answer to your question about stimulus money, the project was planned and partially funded anyway through the Federal Aviation Administration (FAA) and Minnesota Department of Transportation (MNDOT).” (Hanson gave the MNDOT Office of Aeronautics credit for the excellent airports and navairs in the state).

“When the Administration announced the stimulus (plan), and it was looking for shovel-ready projects, (the decision was made to) fund airport projects because of the long lead time in engineering them. It was cheaper for the city to build the new facility (now)—they wouldn't have to buy houses and displace people. This process was not undertaken lightly –



Jim Hanson

several years went into the planning – community needs, cost, facility requirements, environmental assessments. This is not a process that is undertaken lightly... It takes a

lot of effort.”

“Regarding Austin/Albert Lea, or Owatonna/Faribault combining airports, they are just too far apart. If located between the towns, the airport would be 12-15 miles out of town. The airport would need approximately 1200 acres...very expensive!

“There have been three studies that I am aware of for Austin/Albert Lea, two for Owatonna/Faribault, and one for Albert Lea/Owatonna. Everyone said the same thing – people won't drive that far out of town. Besides, each of these out-state communities is vying for business...they are in competition (with one another).

“If you think that combining airports is a good idea, how about combining police departments, fire departments, hospitals? Would you locate those (services) 15 miles out of town? How about Chambers of Commerce, fairgrounds, and sewage plants?”

“Regarding the *stimulus money* (he came back to that a number of times), most of us in aviation would rather have seen the project funded as originally intended – by FAA user fees. They pay 95% of the project, and the money does not come out of the general treasury. The Aviation Trust Fund was set up for a purpose, and for four decades, we (aviation community) have been paying into it. Now it's our turn to take the benefit. *(The reporter acknowledged that he had heard the same thing from operators in other cities.)*

“Regarding the lack of traffic, yes, traffic is down, but not by that much. Business traffic is rebounding. Recreational and instructional flying is not much affected. The people that are affected are the owner-flown market: entrepreneurs and small businessmen.”

When the reporter asked why money was being spent in rural Minnesota, Hanson replied: "It is a way for rural areas to compete with the metro area. The Metropolitan Airports Commission (in the Twin Cities) has a system of airports. If people had to rely strictly on public transportation, they would all locate their businesses in the metro area. If you didn't have a car, you would live close to the bus stop, wouldn't you? In Albert Lea's case, many of our formerly locally-owned businesses are now owned and managed by absentee owners: Streater Store Fixtures, Schweigert Meats, and Lou-Rich, for example.

“Our alcohol plants are the largest in the state, and the builders and operators are here every week. In the case of Austin – home to Hormel (a Fortune 500 company), they wouldn't have their corporate headquarters here



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if they didn't have an airport. Having access to corporate aviation is a way to attract executives here...it is part of the quality of life that we value in Minnesota. Those executives are home most nights, instead of riding the airlines."

Unfortunately, the reporter ignored Jim Hanson's comments, and excluded him from their broadcast. Featured instead was a farmer who lives next door to a rural airport; someone from a city council; a city administrator, a pilot, and an airport manager – all of whom were either ignorant to the needs of their local airport, allowed the reporter to put words in their mouths with loaded questions, or whom were quoted out of context.

Here is a link to the news story that aired on KSTP by reporter Bob McNaney: (<http://kstp.com/news/stories/S1559234.shtml?cat=1>).

The "Tracking Your Money" story begins with anchors Bill Lunn

and Leah McLean making opening remarks:

Lunn: "Every time you buy an airline ticket, you help pay for improvements at small airports where some weeks only a handful of planes takeoff and land."

McLean: "You wouldn't believe the federal funding. *We found* plenty of people that think it's nothing but a money grab."

So did KSTP deliberately "look for" and seek out people who thought money spent on airport development at small airports was nothing more than a money grab?

Reporter Bob McNaney apparently did his best to load his questions and edit the broadcast to fit the story he and the station wanted.

McNaney first interviewed Rodney Anderson, a farmer who lived next to the Blue Earth, Minnesota airport, who commented to the infrequency of

takeoffs and landings.

Responding to the reporter who noted that the airport gets one plane taking off or landing every five days, John Huisman of the Blue Earth City Council, commented that expanding the airport based on such infrequent use, doesn't make any sense to anyone with any "math skills."

Paul Sanders, the manager of the Jackson, Minnesota airport, stated how bad he would feel knowing he had to "lie through his teeth" about traffic counts to get a 5,000 ft. runway.

Buffalo, Minnesota pilot, Randi Ernst, remarked about the proposed project at his airport: "They're flush with money right now, and in a hurry to spend it."

Buffalo City Administrator, Merton Auger, looked down at his desk when asked about the proposed airport development project, lacked confidence in it and knowledge of aviation when he stated he *hopes* it will result in greater safety and

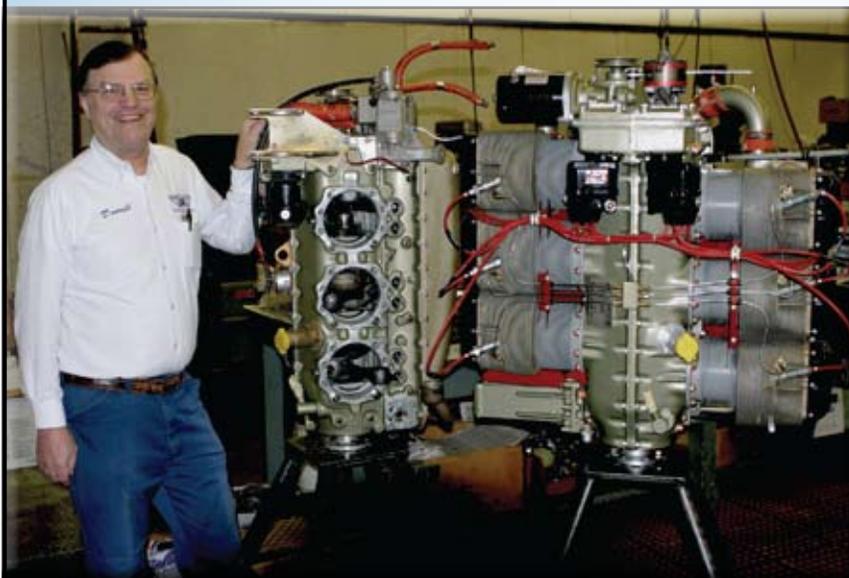
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create an economic windfall for his community.

The reporter concluded his story with closing comments by the Blue Earth farmer, Mr. Anderson: “*Sounds like somebody is trying to get that money, whether they need it or not.*”

What’s wrong with the picture painted here? Could it be that we in the aviation community (pilots and airport managers), and those on the fringes like city administrators and city council members, are our worse enemy?

In addition to contacting the station and offering our assistance with the story before it aired, we emailed Stanley S. Hubbard, Chairman of Hubbard Broadcasting, Inc., and expressed our disappointment. We reminded Hubbard of his responsibility to provide his viewers with “fair and accurate journalism.” (At least that is what every broadcast

medium claims they do, so we assume KSTP does likewise.) In this story, not only were general aviation airports misrepresented, but the reporter crafted a story with a preconceived notion that government spending on small airports is nothing more than a money grab. It was the reporter’s objective to build his story around that notion, regardless of the comments he received, which meant excluding the interviews of people like Jim Hanson of Albert Lea who provided information contrary to the reporter’s thesis, and selectively edited other responses.

Hubbard, a pilot and aircraft owner, is fully aware of the challenges faced by general aviation, but once again chose to allow his reporters to crucify the industry to try and convince viewers that KSTP is working to protect consumers from wasteful spending.

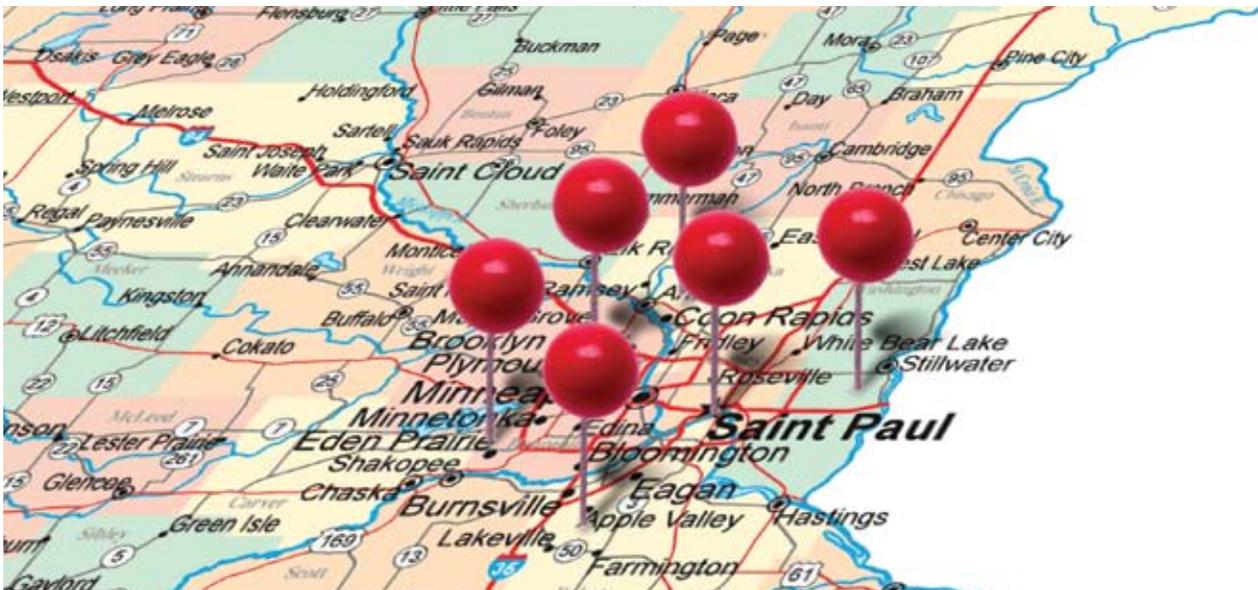
Last November, KSTP was critical of Xcel Energy’s rate increases, and chose to attack the company’s

corporate flight department as wasteful spending of the consumer’s hard-earned money.

Hubbard attempted to get an on-air interview with Xcel’s top guy in Washington, D.C., but Xcel refused, which added fuel to the story. So this time around, we provided Hubbard with the names and email addresses of every president of every statewide and national aviation organization, and encouraged him to contact them for on-air interviews for a more accurate follow-up story showing the benefits of general aviation airports. We also provided him with the following facts on aviation in Minnesota – if not for this story, hopefully for a follow-up story.

AVIATION BY THE NUMBERS: There are 155 commercial and general aviation airports in Minnesota, serving 13,529 pilots and 7,806 general aviation aircraft.

NUMBER OF JOBS: Aerospace and aviation provide 37,600 jobs in Minnesota, resulting in \$1.86 billion



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in payroll in 2000.

ECONOMIC IMPACT: General aviation in Minnesota contributes \$2.9 billion, or \$595 per capita, to the state's economy, making it ninth on the list of leading states in terms of general aviation contributions per capita.

Minnesota is home to 31 charter flight companies, 55 repair stations, and 13 flight schools operating 35 aircraft, all providing jobs. In addition, there are 102 fixed base operations in the state, and 5 technical colleges and university campuses offering flight training, aircraft maintenance and aviation management degree programs.

Additionally, Minnesota is home to airplane manufacturer Cirrus Design in Duluth, and WipAire, Inc., manufacturers of Wipline floats in South St. Paul.

The Aircraft Owners & Pilots Association (AOPA) also offered its assistance prior to the broadcast, but ended up writing a letter to KSTP

News Director, Lindsay Radford, the next day. Here are excerpts from that letter written by AOPA Vice President of Communications, Andrew Broom:

"The story is little more than a localized retread of a six-month-old USA Today story, and like that story is riddled with errors of omission.

"At no point does Mr. McNaney explain that the users of general aviation airports also contribute to the aviation trust fund through fuel excise taxes, nor does he explain how much more the FAA spends at airports with airline service than at general aviation airports. So here, from the FAA's own spreadsheets, which can be found on the FAA website at http://www.faa.gov/airports/aip/grant_histories/media/fy2009_aip_grants.xls, is the whole story.

"Nationwide in FY 2009, the FAA spent approximately \$4.56 billion on the Airport Improvement Program (AIP) with just over \$4 billion of that going directly to airports. From those

funds, \$3.08 billion – more than 67% – went to 423 airports with airline service. The remaining 1,194 airports – 74% of those receiving funds – shared \$979 million. That means each airline airport received, on average, \$7.27 million to each general aviation airport's \$819,000.

"In Minnesota in FY 2009, nine airports with air carrier service shared \$47,934,574, or an average of \$5,326,063 per airport. By contrast, 65 general aviation airports shared \$37,637,523, or an average of \$579,038 per airport.

"Mr. McNaney failed to mention that community airports are part of a national air transportation system, or that in rural areas of Minnesota and the rest of the United States they are often a community's only access to that transportation system. The federal government's Airport Improvement Program (AIP) helps pay for the upkeep of that national transportation system in the same way that the federal government helps pay the cost



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of maintaining the entire Interstate Highway System – including on-and-off ramps in the Twin Cities and in Blue Earth (exit 119, I-90 – the exit Mr. McNaney and crew would most likely have used to get to the airport). Those improvements enhance both safety and commerce,” said Broom.

After viewing the story yourself, we urge you to email your comments to the news director at KSTP, Ms. Lindsay Radford, at lradford@kstp.com, via fax at (651.642.4409), or mail to:

Ms. Lindsay Radford
News Director
KSTP-TV

3415 University Avenue
St. Paul, MN 55114-1019

You can also write or email the Chairman of Hubbard Broadcasting, Inc., Stanley S. Hubbard, c/o Joyce Mahoney at jmahoney@hbi.com.

Please be professional in your response, and urge the station to present objective and well-balanced

stories in the future, and to seek out information through our statewide and national aviation organizations.

Is routine slamming of general aviation airports like this typical throughout the country, or rare?

Chris Dancy, Director of Media Relations with the Aircraft Owners & Pilots Association (AOPA): *“We see an increase in anti-airport stories, whether they’re about airport funding or airport security, every three months or so, when television stations have their quarterly ratings sweeps periods. Stations set their ad rates based on those ratings, so attention-grabbing stories, and the sensationalized promos that accompany them, are typical.”*

Dancy cited those reporters who do get it right, however, and who will go to great lengths to do so:

“Take, for instance, a story from the Santa Monica Daily Press, involving a flight that ended in pot-

running arrests in Pontiac, Illinois earlier this month (May 2010). I spent a good deal of time on the phone with the reporter and he obviously got the full security briefing from the airport manager. He even quoted the Embry Riddle study that shows that the AOPA Airport Watch program at GA airports, works!”

If you are ever interviewed by a reporter about your local airport, or general aviation, be sure to ask the reporter the purpose of the interview and the nature of the story. If you sense that the reporter has preconceived notions and asks questions which are phrased to get a predetermine response, be careful as to how you respond. It is easy to open up too much or in jest, but everything you say could be used to damage general aviation and your local airport, and taken out of context.

Also, when in doubt about “facts,” do not guess! Write down the reporter’s questions and offer to get back with him/her, regardless of the reporter’s deadline. Better yet, refer the reporter to a designated airport spokesperson.

All airports need to have in place a designated media person and a plan with which to deal with these very types of so-called investigations by the media. The maintenance person mowing the grass and possibly the part-time manager at a small airport is not expected to be knowledgeable about airport funding, nor the number of operations an airport supports on a daily or annual basis.

Mankato Regional Airport, Mankato, Minnesota, has such a plan in place. It is of the utmost importance that every airport and community have a plan in place, which can be activated when media situations occur, whether pre-announced or unannounced.

Meanwhile, you might be wondering how could any good come from this most recent incident?

Well, chances are, Stanley

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Contact - Cemone Oberg
Bismarck, North Dakota



Hubbard will not become the next chairman of EAA Young Eagles, and he contends that the story they ran “*was very fairly done,*” and that it was “*entirely appropriate to ask the question: How much should be spent for an airport in a small town when there is very little air traffic at that town?*” He suggested that we contact the news director at KSTP-TV, and ask her if they might like to do a story about the contributions that general aviation brings to the economy in Minnesota.

“*I agree wholeheartedly that general aviation is important and that general aviation facilities afford different cities in Minnesota an opportunity for economic growth,*” said Hubbard.

For additional facts and figures on aviation in your state, and ways general aviation contributes to American communities and our national transportation system, see www.AviationAcrossAmerica.org and www.GAServesAmerica.com. □

Hi Dave:

I just wanted to say hello, and let you know what you probably already know, that your magazine is very widely read. I lost count of the number of people that approached me to talk about the article on the trip to Colombia (Feb/March 2010).

I was flattered. From FBOs to work colleagues, even the farrier at the barn where I board my horses saw it!!!!

Well, I just returned with the TBM on a trip to Sao Paulo in Brazil. I covered over 11,000 nm in about 43 hours. If you are interested in another write up, let me know. It was quite an adventure, and I have a greater appreciation for our freedom to fly in this country vs the world of user fees out there.

Guilherme Schmidt
Edina, Minnesota

Dear Dave:

I just wanted to let you know I appreciated the article about Joe Dooley in the Feb/March 2010

issue of *Midwest Flyer Magazine*.

We had the privilege of having Joe perform at our fly-in in 1998. That year, my mom was Nebraska Flying Farmers & Rancher Queen and I was the International Flying Farmers & Ranchers Farmerette. To celebrate, we hosted a fly-in at our farm in Spencer, Nebraska. We had 19 airplanes land and enjoy the entertainment from Joe. It was a day that I will never forget.

Thanks!

Julia R. Jones
Communications Coordinator
Aircraft Owners & Pilots Association
Frederick Maryland

Dear Dave:

I was very pleased to see that the Paul Berge article on Blakesburg (was in the February/March 2010) issue of *Midwest Flyer Magazine*.

In addition to our thanks for being part of your excellent *Midwest Flyer Magazine*, we are enclosing both the most recent (issues of) Antique Airfield

CONTINUED ON PAGE 62

**From Props To Jets
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Bill Blake



State Study Group Looks At Changing Gas Tax & Registration Fees At A Time When They Might Be Better Off Leaving Well-Enough Alone!

In my last column, I discussed a proposal being promoted by the **Minnesota** Business Aviation Association to reduce the state aircraft registration fees and increase the jet fuel tax from 5 cents to 8 cents a gallon. As I mentioned then, the proposal did not include any increase in taxes on avgas. However, Minnesota House Bill 3656 has since been introduced, which in addition to reducing the aircraft registration fee, would raise state fuel tax on all aviation fuel, including avgas, from the current 5 cents a gallon to 6 cents a gallon. AOPA believes the bill would reduce the amount going to the state airports fund and, therefore, be subject to amendment increasing the fuel tax even further. The bill was passed out of the House Transportation and Finance Committee without recommendation to the House Finance Committee.

I participated in a panel discussion on Minnesota aviation funding at the recent annual conference of the Minnesota Council of Airports (MCOA). Other participants included representatives of the National Business Aviation Association (NBAA), the Minnesota Business Aviation Association (MBAA), a representative of MCOA, a representative from Delta Airlines, and someone representing fixed base operators (FBOs).

MBAA's position is that the current state registration fee is too high and makes Minnesota uncompetitive with surrounding states in attracting business aviation. Delta is concerned that any changes should not result in an additional burden on airlines. The FBO representative, who provides services to both the airlines and general aviation, was concerned that changes affecting the airlines could reduce air service to smaller communities in the state. MCOA would support a change in registration fees, but not at the cost of less money going to the state airports fund.

At AOPA, we are concerned that any change in fuel tax could reduce general aviation flying even further during a poor economy. We think it is a bad time to be increasing taxes and/or fees on aviation. AOPA also believes that after \$15 million was taken from the airports fund in Minnesota to bolster up the state general fund, we need some assurances the airports fund will not be raided again and a timetable established for returning the \$15 million already raised by aviation, but taken

from it.

Another bill (HB 3783) was introduced in Minnesota after the conference, which would reduce the sales tax on aircraft from 6.5% to 3% and the proceeds would be credited to the state airports fund, instead of the general revenue fund as happens now. Obviously, we favor that bill since it would reduce the cost of buying an airplane and would apply the taxes collected toward airport improvement projects.

It is believed that neither of the bills discussed above will proceed during the session, but will provide starting points for discussion during the summer with the goal of reaching agreement as to funding bills in the fall session.

Michigan House Bill 5773, discussed in detail in my last column, which would change and raise the current state aviation fuel tax from 3 cents a gallon ultimately to 4% on the wholesale price of aviation fuel, is still pending. As I stated before, AOPA strongly opposes this bill for several reasons. Discussions with legislators and others have indicated that there might be a future amendment to the bill changing to an aviation fuel tax increase of an undetermined amount of cents per gallon. However, nothing has been introduced along those lines. It is expected that movement on the bill will be delayed until the lame duck session period in December. In the meantime, we encourage Michigan citizens to let their elected officials know they oppose passage of the bill.

By the time this column is published, I will have participated in a panel at the 55th Annual **Wisconsin** Aviation Conference that I am very excited about. Representatives from some of the national aviation associations are to discuss existing industry programs that aviation businesses, airport managers, airport commissioners, airport owners, and local communities might use to increase public awareness of airport values, recruit student pilots, and build long-term community and aviation relationships.

By the way, there is one idea that I think every state should imitate. That is the Michigan Air Tour, which has taken place for the past eight years. Each year the Michigan Aviation Association plans a tour to between six and 10 airports in the state. At each airport visited, the organization makes a presentation to local officials and citizens who come out to see the 30 to 60 aircraft and crews that fly in. The presentation describes the economic impact the particular airport has on the community. The Michigan DOT Bureau of Aeronautics furnishes the data for the presentation.

I flew with the Michigan group on their tour last fall. It did truly seem to create an interest by local citizens as to the value of their airports and got some general aviation airplanes flying!

AOPA will continue to work to promote, improve, and protect general aviation. You all can play an important role. It is essential that we all work together to protect and enhance an industry that is important to each of us individually and to the nation as a whole. Become engaged, keep informed, and let your local, state, and federal elected officials know your views. For more information on these and other issues facing general aviation, please go to: www.aopa.org. □

AOPA Foundation & Air Safety Foundation To Merge

FREDERICK, MD – AOPA President Craig Fuller announced May 24, 2010, the intention to merge the association's two 501(c)(3) charitable organizations, the AOPA Foundation and the AOPA Air Safety Foundation, into a single entity known as the "AOPA Foundation." Bruce Landsberg, currently president of the AOPA Air Safety Foundation, will lead the combined organization as president of the AOPA Foundation.

Safety is one of the four pillars



Bruce Landsberg

Two Aircraft Collide On Intersecting Runways

by Bruce Landsberg

Two IFR aircraft—one landing, one departing—collided on intersecting runways while operating at a nontowered airport. One aircraft was on the CTAF; the other apparently was not. ATC was aware of both aircraft but did not advise either pilot of the other. The NTSB decided that the probable cause was failure to see and avoid on the part of both pilots and cited ATC for not providing an advisory.

Lessons learned:

- Do not assume that you are alone at any airport.
- Intersecting runways at towered and nontowered airports introduce another collision potential. Be sure intersections are clear before entering during taxi, takeoff, or landing. Visually clear the area—in both directions!

- Report and listen on CTAF.
- If there is any uncertainty, ask the controller if he is aware of any traffic near or on the airport. A negative report does not relieve pilots of see-and-avoid responsibility when conditions permit. □

on which the AOPA Foundation was formed two years ago. The other three are expanding the pilot population, protecting general aviation airports, and enhancing the public perception of general aviation. The AOPA Foundation raises funds to finance projects that support those four primary missions.

"All of the work currently done by the Air Safety Foundation—the online courses, the in-person safety seminars, the flight instructor refresher courses, all of it—will continue," said Fuller.

"To that end, once the organizations are merged, all of the current Air Safety Foundation staff will transition into the AOPA Foundation and continue their phenomenal educational outreach as the Air Safety Institute."

As a result of the intended merger, Karen Gebhart, current president of the AOPA Foundation, will be leaving the association in July. In making the announcement, Fuller recognized Gebhart's contributions to AOPA since 1994 in various strategic roles. □

AOPA

Harrison Ford speaks out for GA

If you've been following news about general aviation over the past few months, you're probably already familiar with the general aviation caucuses created late last year in the House and Senate. Their quest to understand the role of general aviation and its value took a decidedly glamorous turn recently when actor, pilot, and General Aviation Serves America spokesman Harrison Ford spent some time on Capitol Hill.

Ford is a passionate and articulate pilot who actively flies a variety of aircraft, ranging from an open cockpit Waco to a Citation jet to a Bell 407 helicopter. His flying takes him from backcountry strips to major airports and everywhere in between. And he has long been engaged in General Aviation, spending six years as honorary chairman of EAA's Young Eagles program.

You can see the whole conversation on AOPA Live at www.aopa.org/aopalive. I hope it will inspire you to join Harrison Ford and your fellow GA pilots to get more engaged with aviation!

In the meantime, I thought you'd like to hear what he had to say on some of the most important topics of the day, so here are some excerpts from his visit to Capitol Hill.

"General aviation does a great deal for this country, and it's a story I don't think we did a very good job of telling in the past. It's become more important to get the word out about what general aviation does for America, so I'm proud to be here, proud to be associated with these people, and happy to invest my time in telling this story."

"I think one of the things people don't realize is the importance of the general aviation manufacturing business and the economic impact of community airports throughout this country."

"I'm very pleased that we were able to resist the impulse for user fees, and thank many of you in the caucus for your contributions to that effort. That makes a huge difference to the pilot population not to have to face that further imposition of expenses."

"There are 500,000 active pilots in this country. They are educated, concerned, active citizens, and although they come from many different political persuasions, I think that one of the things we have to do is to keep ourselves together to protect our freedoms and our right to fly. It's a unique American freedom that we enjoy in this country."

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

Craig L. Fuller
AOPA President and CEO

State Aviation Conference Reports

Wisconsin • Minnesota • Iowa • Illinois

Minnesota Council of Airports Recognizes Excellence At State Conference

DULUTH, MINN. – The Minnesota Airports Conference was held in Duluth, Minn., at the Duluth Entertainment & Convention Center, April 14 - 16, 2010, and included a tour of the 148th Air National Guard Tactical Fighter Wing at Duluth International Airport, presentations by industry leaders, vendor exhibits, and awards.

Over 240 attendees were present. Among the speakers were Bill King of Cirrus Design, which is located in Duluth; and Bill Swelbar, MIT Aviation Analyst, who cleared the air on why and how the airlines operate the way they do.

Awards recognizing superior performances by individuals and excellence in airport development were presented including:

- “Outstanding Promotion of Aviation in Minnesota” – Brian Ryks, Executive Director for the Duluth Airport Authority.
- “Projects of the Year” – Commercial Service Airport – Range Regional Airport, Hibbing.
- Large Key Airport – Flying Cloud Airport, Eden Prairie.
- Intermediate Key Airport – Owatonna Airport, Owatonna.
- Landing Strip GA Airport

– Mahnomen County Airport, Mahnomen.

- “James L. Oberstar Award” – Duane “Doc” Wething, Detroit Lakes.
- MCOA Awards of Excellence – Duane “Doc” Wething and Joe Harris, Metropolitan Airports Commission.
- MCOA Scholarship – Nicholi Lanier of Rosemount, Minn., University of North Dakota (UND).

The 2011 Minnesota Airports Conference will be held at the Rutger’s Sugar Lake Lodge in Grand Rapids, Minn., April 13 - 15. For additional information contact John Puckropp with the Minnesota Council of Airports at 218-828-5049, and Judy Meyers with the Minnesota DOT Office of Aeronautics at 800-657-3922. □

FAA/Minnesota Governor’s Award Presented To Luverne Municipal Airport

DULUTH, MINN. – Christopher Roy, Director of the MNDOT Office of Aeronautics, and Barry Cooper, FAA Great Lakes Regional Administrator, presented the 2010 FAA/Minnesota Governor’s Award to Luverne Municipal Airport - Quentin Aanenson Field for its dedicated support of aviation and their successful and

innovative project accomplishments. The award, presented annually since 1988, recognizes excellence in airport planning, development, operation, maintenance, and public relations.

Accepting the award on behalf of Luverne Municipal Airport was Luverne City Administrator John Call; city councilman, Pat Baustian; and

airport board member, Steve Perkins. Prior to recent improvements, Luverne had one of the shortest paved runways in Minnesota, with limited facilities and was generally unusable by modern business aircraft. Improvements included a new 4,200 by 75 ft runway, medium intensity runway lighting, connecting taxiways, and the conversion of the original runway into a partial parallel taxiway system. A new hangar, completed in late 2009, was fully leased prior to project completion and there is a significant waiting list for future hangar development.

The airport is named for Luverne’s native son and decorated war hero, Quentin Aanenson, a World War II P-47 Thunderbolt pilot. Aanenson was featured in the 2007 Ken Burns documentary “The War,” narrated by actor Tom Hanks. A painting of Quentin Aanenson titled “The Thunderbolt Patriot” hangs in the Smithsonian Institution in Washington DC. Quentin passed away in December 2008. □





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Iowa Aviation Conference Celebrates 100 Years of Flight In Iowa

WEST DES MOINES, IOWA - The Iowa Aviation Conference, April 21-22 in West Des Moines, celebrated 100 years of powered airplane flight in Iowa. Ann Holtgren Pellegreno, author of the trilogy, "Iowa Takes to the Air," provided a presentation on Iowa's rich aviation history, including notable pioneers and aeronautical development over the past 100 years. Pellegreno was presented the "Outstanding Involvement In Aviation Award" from Michelle McEnany, director of the Iowa Department of Transportation Office of Aviation for her work in chronicling Iowa's long and varied aviation history.

Outgoing Iowa Public Airports Association (IPAA) President Robert Grierson presented the IPAA President's Award to Tom Francis and the Ottumwa Regional Airport, recognizing the management and planning of new construction



(L/R) Ann Holtgren Pellegreno received the Outstanding Involvement In Aviation Award from Iowa DOT Aviation Director, Michelle McEnany.

at the airport including runway reconstruction, a new taxiway, and various other projects that have enhanced the airport in recent years. Additionally, incoming IPAA President Greg Gobble presented

outgoing president Robert Grierson with an IPAA President's Award for his service over the past two years as IPAA president and in recognition of Grierson as he prepares for an upcoming deployment to Afghanistan.

Several educational sessions offered new insight to conference attendees. One session included airport board member training with an overview of laws, duties, responsibilities, and tips to enhance the effectiveness of airport boards and commissions. The Iowa DOT Office of Aviation provided updates on aviation issues and programs in Iowa that included a review of the office's new web site at iowadot.gov/aviation, as well as a briefing on the Iowa aviation system plan update that is currently underway.

The Transportation Security Administration (TSA) provided an update on the state of aviation security. Other sessions covered FAA airport programming, public relations

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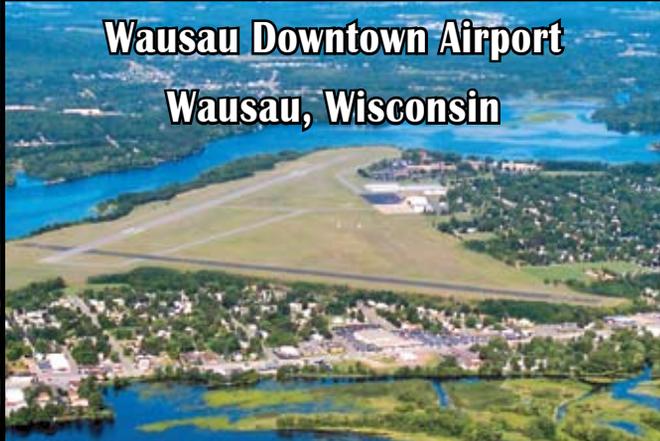


(L/R) Tom Francis receives the IPAA President's Award from Robert Grierson at the 2010 Iowa Aviation Conference.

for airports, pavement preservation, storm water permitting, and a pilot safety seminar.

The Iowa Aviation Conference is a joint effort between the Iowa DOT Office of Aviation and the Iowa Public Airports Association.

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Wisconsin Conference Recognizes Contributions To Aviation



Mark Van Tine (center), President & CEO of Jeppesen, was the keynote speaker at the 55th Annual Wisconsin Aviation Conference. Hosting Mr. VanTine was Jill and David Mann of Racine Commercial Airport, Racine, Wisconsin.

WAUKESHA, WIS. – The Wisconsin Airport Management Association (WAMA) recognized pilots, airport directors, a journalist and an engineer for their contributions to aviation at the 55th Annual Wisconsin Aviation Conference, May 3-5, 2010, at the Country Springs Hotel, Waukesha, Wis.

Barry Bateman, the airport director at General Mitchell International Airport (MKE) in Milwaukee, received WAMA's "Lifetime Service Award."

Under Bateman's leadership, General Mitchell International Airport has significantly increased passengers, operations and air freight. Since his appointment in 1982, annual passenger boardings have gone from 3 million to more than 7 million (222%)...international passengers have increased from 1,940 to 53,280 (2746%)...flight operations from 160,483 to 202,505 (126%)...and air freight from 30 million to 194 million pounds (644%).

To manage this massive growth, and prepare the airport for future increases, Bateman has overseen more than \$300 million in major facility renovation projects.

Shortly after becoming airport director in 1982,



(L/R) WAMA President John Reed presents Barry Bateman of General Mitchell International Airport with the "Lifetime Service Award."



(L/R) WAMA President John Reed presents Rose Dorcey of the Wisconsin Aviation Hall of Fame with the "Person of the Year Award."



(L/R) Representing WAMA, Dave Jensen of Dane County Regional Airport, presents Mark Porlier of Clark-Dietz, Inc. with the "Airport Engineer of the Year Award."



(L/R) WAMA President John Reed presents Clint Torp of La Crosse Municipal Airport with a "Distinguished Service Award."

Bateman envisioned what is today the "Mitchell Gallery of Flight Aviation History Museum," one of the first aviation museums located inside a U.S. airport terminal building. Bateman got the museum built, and developed the concept of managing it through a non-profit corporation called "The Friends of Mitchell Gallery of Flight." The museum has become a Milwaukee attraction, and has done much to promote aviation.

Prior to coming to Milwaukee, Bateman spent the previous eight years in Las Vegas as Assistant Director of Aviation at McCarran International Airport. Prior to that he was Administrative Assistant at Blue Grass Airport in Lexington, Kentucky.

Bateman is a member of the American Association of Airport Executives and Airports Council International, and is an Accredited Airport Executive (AAE). He holds a Commercial Pilot Certificate, and is a Certified Flight Instructor and an alumnus of the University of Kentucky with a Masters in Business Administration. The American Association of Airport Executives honored Bateman with its Distinguished Service Award in 2007.

Mark Porlier of Schofield, Wis., an engineer with Clark-Dietz, Inc.,

received the "Airport Engineer of the Year Award." He was recognized for his work in providing a LED lighting design for Lakeland Airport/Noble F. Lee Memorial Field in Arbor Vitae,

Wisconsin.

The project resulted in reduced energy consumption and improved lighting. It was designed to use lighting on a "as needed" basis only when aircraft, vehicles or people are occupying a specific area. During unoccupied periods, only vital locations are illuminated. Motion sensors and time delays are used

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John Chmiel of Wausau Flying Service led a discussion on how the Wisconsin Aviation Coalition can initiate a statewide aviation promotion campaign.

to turn lights on and off. Energy consumption is expected to be reduced by 83 percent.

This project was classified as a “first in state” for custom outdoor lighting incentives offered through Wisconsin Focus On Energy, and a “first in state” for outdoor LED lighting implemented on a project overseen by the Wisconsin Department of Transportation, Bureau of Aeronautics. The Lakeland Airport project recently won an American Council of Engineering Companies (ACEC) award where the judge stated that its cost-saving features should be an industry standard.

Receiving the “Person of the Year Award” was **Rose Dorcey** of Oshkosh. As president of the



(L/R) Fred Beseler of La Crosse is presented the WAMA “Blue Light Award” by Rose Dorcey of the Wisconsin Aviation Hall of Fame.

Wisconsin Aviation Hall of Fame (WAHF), Dorcey led the WAHF Centennial Celebration Program which consisted of promotional presentations; overseeing the construction, transportation and display of a ¼-scale model of the first airplane to fly in Wisconsin; and culminating in the celebration event in Beloit on November 4, 2009, which was the exact day when A.P. Warner of Beloit made his historic flight on the Morgan Farm in his Curtiss Pusher Airplane. EAA Chapter 60 of Beloit, Wis., built the model airplane. A group of WAHF board members transported it some 2,000 miles across the state where it was displayed at 12 different locations. Presentations were made at each location, including the

State Capitol in Madison and the EAA Museum in Oshkosh during EAA AirVenture. Dorcey is a pilot and on the editorial staff at EAA.

Fred Beseler of La Crosse, Wis., received the “Blue Light Award” for excellence in journalism for articles published in “Forward in Flight,” a publication of the Wisconsin Aviation Hall of Fame. Beseler is a pilot and graduate of Winona State University with a degree in English.

Clint Torp, Assistance Airport Manager at La Crosse Municipal Airport, La Crosse, Wis., received the “Distinguished Service Award” for providing administrative assistance to the Wisconsin Aviation Conference, including setting up an online credit card registration system. Torp, and **Scott Volberding** of Austin Straubel International Airport in Green Bay, were awarded scholarships by WAMA to pursue further airport management accreditation.

The Wisconsin Aviation Trades Association (WATA) named “**Executive Air**” at Austin Straubel Airport in Green Bay, “Wisconsin Aviation Business of the Year” for providing excellent service, and building a new multi-million dollar facility. WATA President **Jeff Baum** of Wisconsin Aviation, Inc., presented the award to Executive Air President **Mark Jaraczewski**.

The keynote speaker for the conference was **Mark Van Tine**, President and CEO of Jeppesen. Van Tine described the changes occurring in his company to coincide with changes in the industry, such as electronic approach plates, and what the industry needs to be doing to grow. Van Tine was critical of states which lack information on the economic development impact aviation has on them, and how important this information is to promote airports and aviation in general. Van Tine is an active private pilot and lives on an airpark in Denver, Colorado.

Among the other conference speakers included **Matt Dubbe** of Mead & Hunt, Inc., on the topic

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Executive Air was named "Wisconsin Aviation Business of the Year" by the Wisconsin Aviation Trades Association (WATA). (L/R) Jeff Baum, Wisconsin Aviation, Inc.; Mark Jaraczewski, Executive Air, Inc.; and Bruce Botterman, NewView Technologies, Inc.

of understanding an airport's carbon footprint on the environment; **John Chmiel** of Wausau Flying Service on the need for a Wisconsin Aviation Coalition working on common issues and promoting aviation; **Bill Blake** of the Aircraft Owners & Pilots Association (AOPA) on the impact the "GA Serves America" campaign has had on Congress, the importance of the AOPA Airport Support Network in protecting and promoting airports, and on the success of the "Michigan Air Tour" to promote flying; **Bob Quinn** of the National Business Aviation Association (NBAA) on the NBAA program "No Plane, No Gain," and "Aviation Alliance Across America;" and **Barry Cooper**, FAA Great Lakes Region Administrator on FAA initiatives such as "NextGen." **David Greene**, Director of the Wisconsin DOT Bureau of Aeronautics, discussed airport funding in Wisconsin and other work being done by his staff. **Gary Dikkers**, also with the Wisconsin DOT Bureau of Aeronautics, addressed tall structure issues, including wind turbines, and their affect on airports.

The 2011 Wisconsin Aviation Conference will be held May 2-4 at Hotel Sierra in Green Bay. For additional information refer to www.wiama.org/conference.htm. □

Good Report Card Led To Career For Former Cessna CEO... Russell W. Meyer Addresses Illinois Aviation Conference

by Jim Bildilli

SCHAUMBURG, ILL. – Following the board meetings by the Illinois Aviation Trades Association (IATA) and Illinois Public Airports Associations (IPAA), the Illinois Aviation Conference kicked off its annual event, May 18-19, 2010, with a late afternoon icebreaker reception at the Chicago/Schaumburg Marriott Hotel. Following the icebreaker, the evening's activities featured a hangar party sponsored by Northwest Flyers.

Andy Priester of Priester Aviation emceed the opening session the next day featuring **Mike France**, Director of Regulatory Affairs for the National Air Transportation Association (NATA). France, who started as a Line Service Technician in 2001, gave a brief summary of the origins of NATA. In 1938, things were not going well in Europe and our country was just starting to emerge from the Great Depression. President Roosevelt set a goal of training 20,000 people to fly through the Civilian Pilot Training Program. In 1939, Congress wanted to scrap the program, but it was so successful in putting people to work in manufacturing and maintaining aircraft, that a group of industry people decided to form a pro-active association. NATA was subsequently established.

Today, NATA consists of seven (7) member committees representing airports, air charter, business management, flight training, maintenance, safety and security and the environment. Each committee not only assists its

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members in their own area of concentration, but together lobbies to ensure that general aviation has a united voice in Washington.

In 2010, NATA is concentrating on four (4) major issues: reauthorization of the FAA, interstate commerce taxation, health care and climate change.

Reauthorization of the FAA is of major interest to all parties because it includes the future funding of the FAA, its future programs (NextGen), long-range planning, user-fees and foreign inspection stations. NATA is against user fees, but does support a continuation of fuel taxation. Interstate commerce taxation is of major interest especially in light of the fact that each state has its own laws concerning the registration and use of aircraft within its borders. NATA's efforts are directed toward leveling the playing field so that companies that purchase aircraft are not taxed by multiple jurisdictions for the same aircraft. NATA, along with most of the nation, is still trying to understand the implication of the new health care legislation. One of the provisions of major concern is that each vendor is required to file an IRS Form 1099 for any transactions in excess of \$400. NATA believes that this will put an undue burden on most everyone in the aviation community. NATA is closely watching Senators Lieberman and Kerry's legislation...commonly known as "Cap and Trade," which is not a popular phrase in Washington.



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Other issues NATA is closely monitoring include the Large Aircraft Security Program (LASP), security directives by Homeland Security, and the establishment of "minimum standards" including the new FAA Compliance Handbook and "through-the-fence" operations. In addition, they are watching California's proposed regulation of flight schools, NFPA 409 regulations requiring the installation of fire suppression systems in hangars of less than 12,000 sq ft (includes T-hangars), new spill prevention requirements by the U.S. Environmental Protection Agency (EPA), and the latest Notice of Proposed Rulemaking (NPRM) on the use of lead in aviation fuel.

France concluded his presentation with an acknowledgement of the contributions that Illinois members have made toward the promotion of safe, convenient and cost-effective air transportation, not only in Illinois, but the entire country.

Following a mid-morning break, **Russell W. Meyer**, Chairman Emeritus of Cessna Aircraft, put a positive spin on where he believes the aircraft industry is headed. Growing up in Davenport, Iowa, Meyer became interested in aviation at the early age of 4. His treat for getting "As" on his report card was to be taken to the airport to watch planes fly. Herb Elliott who had just started in the aviation business owned one of the first aircraft that he saw.



Russell W. Meyer

Russ Meyer is a firm believer that you should learn from past experiences and centered his presentation on what has happened in the industry since the 1960s. He characterized the 1960s as a "booming" time where 90% of the 105,000 aircraft produced carried the Cessna logo.

In the late 1970s, Cessna produced nearly 34 aircraft daily and held a 50% market share. Although the business jet aircraft was introduced in the 1960s, it wasn't until the 1970s that companies began to realize their potential. Along with their development, innovations in avionics complemented the cockpit and made flying easier and safer.

Starting in the late 1970s, lawsuits, many of them frivolous, began to take a toll on aircraft manufacturers and production. Companies were being held liable for aircraft that they built decades earlier. Cessna's employment had tumbled from an all-time high of over 12,000 employees in 1981 to a little over 3,000 in 1986, and aircraft production fell from over 9,500 to 1,500 aircraft during the same period. Recognizing that something had to be done, Russ Meyer spearheaded the efforts of the General Aviation Manufacturers Association (GAMA) during the decade-long effort to get Congress to consider much needed tort reform. The Aircraft Owners & Pilots Association (AOPA), under the leadership of then president, **Phil Boyer**, representing the consumers, worked with the presidents of other leading national aviation organizations to gain

success. Meyer promised that if the liability issue were resolved, that Cessna would resume production of single-engine aircraft. He kept that promise.

When liability “limitations” became law, several companies like Cessna went back into production and business jets began to take a larger share of the market. Business rebounded in the 1990s with Cessna introducing 11 new Citation models and employing more than 14,000 employees. Back orders were the norm and the transition to the digital age was taking hold. Things were looking up; Cessna constructed a new single-engine production facility in Independence, Kansas, and exports accounted for nearly 50% of its production.

In 2008, nearly everything came to a screeching halt with the tumble of the stock market, home foreclosures and bank failures. Orders were cancelled and Cessna was forced to cut back production to minimal levels. With such far-reaching impacts, Cessna and other companies looked backwards in order to go forward. This “recession” was not new, but the lessons learned from previous economic “downturns” could provide some insight as to what actions could be taken to weather the storm.

In the 1960s Cessna and the other aircraft manufacturers learned that together, they could become an effective voice and that general aviation works most effectively in underserved markets. With near cattle-car conditions and sharp reductions in service, General Aviation provides the level of service expected by business travelers that the airlines do not.

The 1980s taught the industry to embrace new technology. Today’s aircraft are the most sophisticated ever produced, and in many cases far exceeds that provided in commercial aircraft production.

The 1990s brought enhanced production techniques, large investments in product development and the “team” concept to the decision-making process. The turn of the century provided elements such as “value added” products and increased customer relations. Using those concepts as a foundation, Russ Meyer believes that the industry will rebound to pre-2008 production levels. He added that it may take some time with the current glut of older aircraft on the market, but customers will soon embrace the new services and technological advancements associated with new aircraft.

The fiasco created by the “Big 3” automakers using their business jets to attend a Congressional hearing was a major set-back for the aircraft industry. However, he believes that it has been successfully countered by the re-introduction of the “No Plane, No Gain” campaign, coupled with some new ads being produced that feature well-known leaders of industry including Arnold Palmer, Warren Buffett and Neil Armstrong. Together, the three leaders are scheduled to become the new “spokespersons” for general and specifically business aviation.

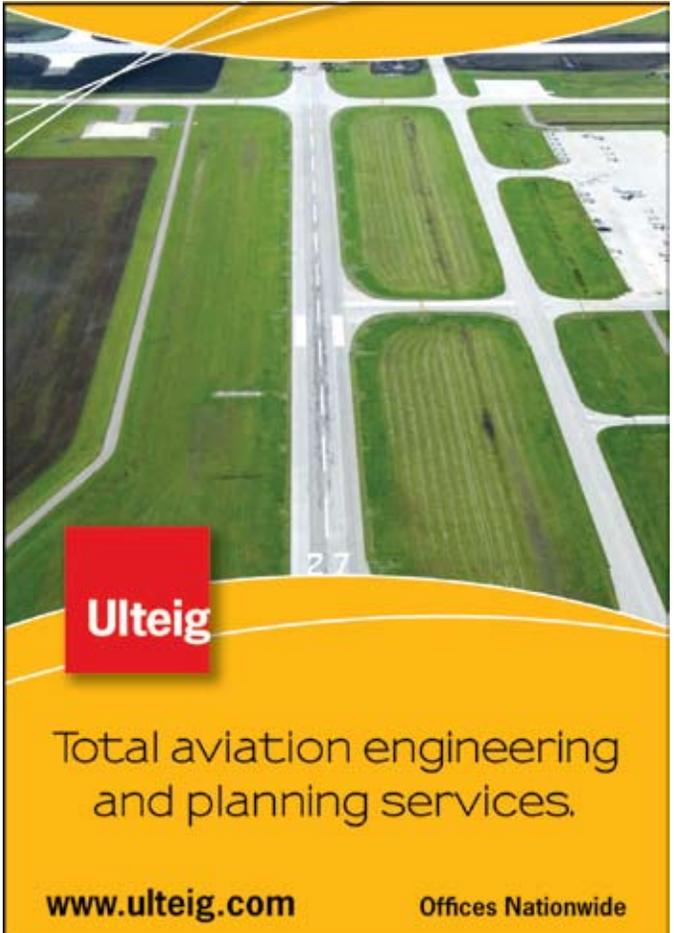
During the noon luncheon IDOT Aviation Director

Susan Shea made several presentations.

The first presentation recognized the efforts of the Women AirForce Service Pilots (WASP) during World War II. Six women from Illinois served their country during WWII performing a multitude of tasks from ferrying aircraft to target towing and flight instruction. Three lost their lives during the war: Jane D. Champion, Mary E. Trebing and Betty Taylor Wood. Three survived: Ester Knoffke, Faith Buchner (Bucky) Richards and Laraine Zillner Rodgers. The evening Hall of Fame dinner also recognized the WASPs who only recently were recognized by President Obama for their efforts.

Besides providing needed services in nearly all phases of the Army Air Corps, WASPs flew over 12,000 aircraft consisting of 76 different models produced during the war. Although the corps only lasted 26 months, there were nearly 25,000 applicants. Of those, only 1,074 earned their wings. The WASPs served without military benefits and were paid one-third less than their male civilian counterparts.

Of the 1,830 women accepted by the military, only 122 joined the United States Air Force when it was created. Unfortunately, they were not allowed to fly. In 1977, WASPs were recognized as veterans and granted honorable discharges.



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STATE AVIATION CONFERENCES

The next round of recognitions was given to the “*Airports of the Year.*” There were six categories recognized for their outstanding job of maintenance and promotion of aviation during the past 12 months.

The “Primary Airport of the Year Award” was presented to Abraham Lincoln Capital Airport of Springfield, Illinois; Lake in the Hills Airport was named “Reliever Airport of the Year;” Quincy Municipal Airport-Baldwin Field, “Large General Aviation Airport of the Year;” Mt. Carmel Airport, “Small General Aviation Airport of the Year;” St. Francis Hospital of Peoria, “Heliport of the Year;” and Gen Airpark of Geneseo, “Private Airport of the Year.

The “Five Prop Award” for best airport restaurant was conveyed to *Charlie’s Restaurant* located on Bolingbrook-Clow International Airport.

Award recipients were voted on by the employees of the Illinois

Division of Aeronautics from a pool that includes all airports or heliports within the individual categories.

Larry Dahl of John Deere’s flight department kicked off the afternoon sessions with his version of the “No Plane-No Gain” philosophy. John Deere has utilized aircraft in the development of their business since their initial purchase of a Grumman Widgeon in April of 1945. The first pilot for John Deere was Joe James whose FAA Certificate number was “56.”

Over the years, John Deere has owned and operated a wide variety of powered aircraft including single-engine and multi-engine piston, and turbine aircraft. Presently, their fleet consists of a Grumman G-V, two Cessna Citation 10s, one Citation 680, and a Beech King Air 350, which is based in Brazil. The flight department employs 17 pilots, six technicians, four schedulers and one account manager. Although most of their pilots are triple rated, they recently switched to a dual rating system because of the complexity of the new aircraft systems.

John Deere’s flight department does not have a “chief pilot.” Rather, the department is “managed” by a team effort with a heavy emphasis on doing things in the most efficient and safe manner. They have adopted a “no penalty” system for presenting new ideas or as Larry says, admitting “stupid” mistakes. The philosophy is that everyone benefits in an open learning environment.

John Deere’s flight department is consistently recognized by other divisions as playing a lead roll in the development of new markets. Last year, John Deere realized a 16% increase in sales with only a 6% increase in costs. In 2005, international sales were a mere 4% of their production. Today, they represent nearly 60% of their business. Their aircraft have played an unmistakable role in the development of their “global” business, which includes countries such as Russia, Brazil,

China, India and many in Europe. It is not unusual to visit 12 countries in 19 days using the G-V or Citation 10s. If commercial aviation were available, the same trip would take nearly three times longer.

Along with the flexibility of scheduling, the corporate flight department provides an increased level of security and protection for their personnel. The John Deere Company is truly committed to utilizing General Aviation to increase their market share and shareholder’s value.

Barry Cooper, Director of the FAA Great Lakes Region, wrapped up the conference with a summary of FAA initiatives and a review of recent accomplishments. Cooper acknowledged everyone’s frustration with regard to not having a new national reauthorization bill. As he noted, the FAA is currently operating under the 13th extension to the existing bill. Although important items such as “NextGen” are not getting full attention, the FAA has committed to migrate from ground-based to satellite-based navigation systems.

Cooper cited several instances where VORs have been compromised due to nearby incompatible land uses. The Northbrook and Capital VORs are prime examples of the problems experienced when continuing with ground-based systems. FAA has committed \$695 million in 2009, \$687 million in 2010, and \$1.1 billion in 2011 toward the establishment of the satellite-based system.

It is anticipated that the Automatic Dependent Surveillance - Broadcast (ADS-B) system will be in place by 2013 with the Great Lakes Region coming on line in late 2011 or 2012. Sometime over the next decade, radar guidance will probably go the way of the Non-Directional Beacons (NDBs). Of course, aircraft will need to be equipped to utilize ADS-B and the FAA is proposing a target date of 2020 for that to occur. Presently, ADS-B is supplementing radar in areas where radar coverage is not available. Areas



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of the Gulf of Mexico received the first priority because there is no radar coverage. With the increasing number of off shore oil platforms, coverage was of concern. Houston has integrated ADS-B with traditional radar to increase their coverage. Because UPS was a major player in the Louisville area, it became the second site along with Philadelphia.

In preparation of the ultimate “switch,” FAA has been developing satellite-based instrument approaches for the past several years. Currently, satellite-based procedures outnumber those tied to ground-based nav aids. The FAA’s goal is to develop or convert 500 procedures per year. By 2015, the traditional ground-based ILS (Instrument Landing System) will be replaced by LPV (Localizer Performance with Vertical Guidance) procedures (i.e. WAAS approaches – Wide Area Augmentation System).

In 2009, traditional AIP (Airport Improvement Program) funding was supplemented by money from the American Recovery & Reinvestment Act (ARRA). The Great Lakes Region received nearly \$788 million (\$600 AIP/\$188 ARRA) with Illinois receiving \$113 million in AIP and \$46 in ARRA funding.

Cooper concluded his comments by listing some of FAA Administrator Randy Babbitt’s concerns and areas that he

believed should receive additional attention.

Foremost was “safety.” With the U.S. Airways incident involving bird ingestion and the fateful commuter crash in Buffalo, increased emphasis was placed on pilot fatigue, crew training and environmental concerns. On the ground, additional emphasis has been placed on reducing runway incursions.

Because data has been collected for several years, incursions have been categorized into three areas: pilot deviations, vehicle deviations and ATC errors. Through increased educational efforts, each category is being addressed to increase awareness and provide procedures to reduce incidents. Nearly 60% of incursions were pilot deviations. Of those nearly 40% were by General Aviation aircraft. Like all statistics, one needs to keep in mind that the majority of flying is done in General Aviation aircraft and therefore it has the most exposure.

Of course, Cooper could not conclude without mentioning his concern about attracting and sustaining youth in the various aviation fields. Peaking their interest in math and science will help steer them in that direction, with a little guidance from those of us currently in the industry as mentors, to keep America #1 in aviation! □

LET’S FLY & DINE - AIRPORTS

“Pilot Pete’s” At Schaumburg & A Whole Lot More!

SCHAUMBURG, ILL. - Schaumburg is a destination that any general aviation pilot should put on their list of places to fly and visit



for a day, weekend, or for an extended vacation. Starting at Schaumburg Regional Airport (SRA), “Pilot Pete’s” restaurant is an award-winning restaurant in the terminal building overlooking the runway and aircraft parking area. In 2009, Pilot Pete’s was named the “**Number One Airport Restaurant In Illinois**” by the Illinois Division of Aeronautics, and selected as one of the top five airport restaurants in the nation in the book, “*The \$100 Hamburger.*”

Schaumburg Regional Airport features Rwy 11/29, a concrete runway 3,800 feet long. Only seven miles west of Chicago’s O’Hare International Airport, SRA is home to numerous businesses that include Northwest Flyer’s for aircraft charter services, flight training, fuel and maintenance; Windy City Flyer’s for flight training; A & M Aviation; Bachmann Aero; U.S. Helicopters which provides Chicago network news helicopters; and AirplanesUSA aircraft sales.

SRA dates back to World War II when the U.S. Navy used the small rectangular patch of grass that would

become today’s airport, as an emergency landing strip, termed an Optional Landing Field (OLF), for Naval

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AIRPORTS - LET'S FLY & DINE

Aviators who couldn't make it back to the flight training facility at Glenview Naval Air Base. Between WWII and the early 1990s, the Schaumburg Airpark, as it was then called, was a privately owned public-use airport that consisted of a small terminal building and a 3,000 x 40 ft asphalt runway.

In 1994, the Village of Schaumburg purchased the airport when it was disclosed that the airport site was going to be sold for development. Under village ownership, a series of upgrades were initiated to transform the airport to the premier facility that exists today. The village replaced the asphalt runway with a 3,800 x 100 ft concrete runway with a parallel taxiway. Three new t-hangar buildings were added to the existing two buildings, providing a total of 52 hangars for aircraft storage in addition to 150 concrete tiedown locations. The new 26,000 sq ft terminal building was completed in 1998, which provided space for businesses, a public meeting room,

and a restaurant.

SRA is governed by the elected trustees of the village board. Recognizing the importance of the airport and its economic impact of over \$16 million annually on Schaumburg and surrounding communities, a commission was developed with representatives from bordering communities including Schaumburg, Roselle, Hoffman Estates, Hanover Park and the Schaumburg Park District. The Schaumburg Regional Airport Advisory Commission (SRAAC) operates as a recommending body to Schaumburg's Village Board addressing issues of policy and procedures.

There are a number of fun and interesting things to do in Schaumburg, all within a few miles of the airport.

Fly in to catch the Schaumburg Flyers, a minor league baseball team playing in a major league stadium.

If shopping is on your radar, Schaumburg is home to a variety of shopping opportunities unique

to the region including Woodfield Mall, among the nation's 10 largest shopping malls and one of Illinois' top tourist attractions since opening in 1971. In addition to Woodfield's 300-plus stores and restaurants, other great options include Streets of Woodfield, a life-style themed shopping complex, and IKEA's largest store in North America. Schaumburg's 66 shopping centers and hundreds of retail shops and boutiques offer a wide array of goods that are sure to please everyone.

If you're looking for a break from shopping, check out some of Schaumburg's entertainment options: a show at Laugh Out Loud or The Improv, cinema at Streets of Woodfield, or a live performance at the Prairie Arts Centre. Medieval Times is a great place to take the family for an experience that takes you back to the 11th century. Dine on a four-course meal in a castle while watching knights battle in an arena on live horses with jousting and sword matches. The kids would also appreciate a day at Game Works and Lego Land.

Schaumburg has 25 hotels including the Renaissance Schaumburg Hotel and Convention Center, which has 100,000 sq ft of exhibition space, a 28,000 sq ft ballroom and 20,000 sq ft of meeting space. For relaxation, enjoy a walk through the International Sculpture Garden, explore the 135-acre Spring Valley Nature Sanctuary, or bike on the 85 miles of paths within Schaumburg. Whether meeting colleagues for a business breakfast, taking a shopping break lunch with friends, enjoying an evening out with the family, or an elegant dinner

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For more information about what SRA and Schaumburg have to offer, see www.villageofschaumburg.com where you will find links to the businesses at the airport, as

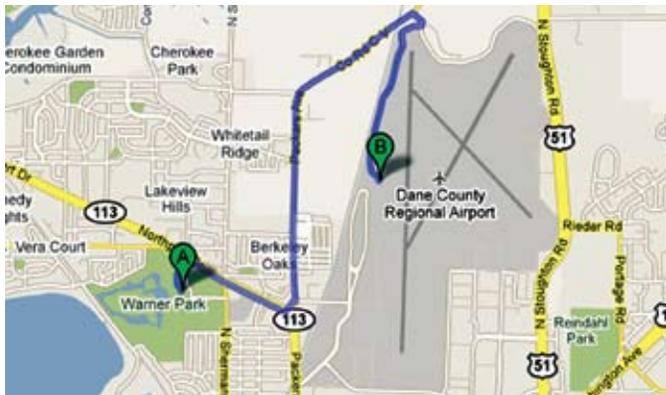
well as places to go and things to see while visiting the Schaumburg area.

Schaumburg Regional Airport was the host for the 2010 Illinois Aviation Conference and Illinois Aviation Hall of Fame, May 18-19, at the Marriott Hotel. □

AIRPORTS

Geese or Human Lives?

MADISON, WIS. – The Wildlife Division of the U.S. Department of Agriculture (USDA) has determined that Canada geese at Warner Park in Madison are flying around and landing at nearby Dane County Regional Airport, and airport and Federal Aviation Administration officials are concerned. The USDA has therefore recommended that they conduct a "goose round-up," said Deputy Airport Director Dave Jensen.



A is Warner Park and B is Dane County Regional Airport.

In 2007, the Wisconsin Department of Natural Resources (DNR) banded 132 Canada geese in Warner Park. Since then, the airport has dispatched nine of these banded geese on airport property.

The USDA wildlife biologists have determined that number to be significant and positively identifies the non-migratory Canada geese residing in Warner Park to be a "source population" frequenting the airport during the year and acting as live decoys for migratory populations during the spring and fall migration periods.

If the round-up occurs, the geese will not be shot. They will be gathered and transported off site by the USDA. Juvenile birds are euthanized in accordance with USDA and American Veterinary Association standards and have been traditionally donated to animal sanctuaries. The adult birds are given to state certified poultry processing plants. The meat is tested for a variety of contaminants and if cleared, is donated to local food pantries. The round-up will eliminate most of the source population, and in conjunction with a cooperative habitat management and hazing program on the part of the Madison City Parks Department, the Warner Park Canada geese numbers should be able to be maintained to acceptable levels, minimizing the potential threat to aviation safety.

The Madison Parks Commission voted to support the round-up at its April meeting, but due to mounting pressure from the animal rights group "Alliance for Animals," a second hearing was held May 12th at which time the birds obtained at least a temporary reprieve, while the issue is being studied.

Oregon, Wisconsin native, Jeff Skiles, known for his role as First Officer on U.S. Airways Flight 1549 that successfully landed an Airbus A320 on the Hudson River in 2009, commented on the controversy with WISC TV 3 in Madison:

"Clearly, there are times when man interacts with geese, and you know in an airplane, if you're interacting, it's obviously in a very bad way," Skiles said.

Skiles wouldn't say that killing is the only option, but said controlling these birds can be very difficult:

"In some cases you have to be realistic that when they interact with human beings in a negative way, as they could very potentially do right around an airport, we do have to do something about it," Skiles said. □

An advertisement for the Aviation Maintenance Technician Degree Program at Blackhawk Technical College. The top half of the ad features a photograph of a technician in a white shirt and blue pants working on the underside of a large white aircraft fuselage in a hangar. The technician is lying on a wooden platform and reaching up to inspect or work on the aircraft. The background shows other aircraft and hangar equipment. Below the photograph, the text reads: "Aviation Maintenance Technician Degree Program" in large, bold, white letters. Underneath that, in smaller white text, it says "Visit the BTC Exhibit #3164 at EAA-Oshkosh". At the bottom of the ad, the Blackhawk Technical College logo is displayed, featuring the text "we are futuremakers" in a stylized font. Below the logo, the college's name "Blackhawk Technical College" is written in bold black letters, followed by the email address "info@blackhawk.edu for more information" and a small disclaimer: "Blackhawk Technical College is an equal opportunity, equal access educator and employer."

FAA Clarifies New DUI Policy For AMEs

by Greg Reigel
Attorney At Law

In the Spring issue of the Federal Air Surgeon's Medical Bulletin, Dr. Warren Silberman, manager of the FAA's Aerospace Medical Certification Division, responds to an aviation medical examiner's (AME) confusion regarding the FAA's new driving under the influence (DUI) policy. Specifically, the AME wanted to know when he was required to obtain court documents and defer the medical application. The AME also asked about how to handle an airman who has had one or more certificates issued



Greg Reigel

since a driving while intoxicated (DUI) conviction and whether a history of 0.15 or above blood alcohol content (BAC) before the previous medical certificates were issued now requires a deferral?

Responding to the questions, Dr. Silberman stated:

1. This only applies to a new offense, meaning a new applicant who now reports a first DUI (driving under the influence) event.

2. If this is a new student pilot and reporting a single DUI, you only need concern yourself with the event – if it was within the previous five (5) years.

3. As an aviation medical examiner, you need to obtain the police reports, court documents, etc., from the event (in the past, we were not picky if an AME did not obtain these documents from a single DUI, as long as it was indicated in Block 60 that it had been discussed with the airman).

4. If, when you obtain these documents, you note that whatever way the sample was obtained, the level was > 0.15, you defer issuance of the medical certificate. If the level was less than this, you may issue and

tell us about your actions in Block 60.

5. If you obtain these documents and note that the airman "refused" to submit for testing, this is considered positive for us, and you should defer the issuance.

6. In the instances where you end up deferring, you can inform the airman that it will be necessary to obtain a substance abuse evaluation from someone knowledgeable in doing such evaluations.

Although it isn't absolutely clear, it appears that the FAA will not be going back and requiring substance abuse evaluations for DUI events involving a BAC of > 0.15 that are now reported if the DUI event occurred more than five years ago. That's good news in light of the new requirement that "arrests" now be reported on the medical application even if the arrest did not result in a conviction.

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

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Student Aviation Art Contest

ST. PAUL, MINN. – The Minnesota Department of Transportation has announced the winners of the 2010 Minnesota Aviation Art Contest for students ages 6 to 17. The winners were chosen by a panel of judges that included professional educators, education administrators, and aviation industry people.

Four winning entries in three age categories (6-9, 10-13, 14-17) were selected from more than 1,300 entries statewide. The winning entries will

be featured in the Mn/DOT 2011 Minnesota Aviation Art Calendar. In addition, winners will receive gift certificates for a 30-minute introductory flight at their local airport and for art supplies.

An award ceremony was held in the State Capitol rotunda on March 5.

The 2010 art contest is sponsored by Mn/DOT to encourage students to learn about aviation by designing a piece of art based on this year's selected theme, "My Dream To Fly." There were 1,309 entries. www.mndot.gov □

The "Champ" Continues To Fly The American Way!



Greg Koontz Airshows

8KCAB Super Decathlon

by Dave Weiman

The name "Champ" is nearly as familiar as the name "Cub" – both are "taildragger" aircraft and built by American companies with rich histories. While Piper Aircraft built the Cub, the Champ was built by a number of companies over the years. The long-standing design has proven strong, stable and comfortable for over 50 years, and continues to be built to this day, which is testament to a great airplane!



Jerry Mehlhaff

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The American Champ!

American Champion Aircraft Corporation (ACA) in Rochester, Wisconsin, now builds the FAA certified aerobatic and utility line of aircraft for pleasure, work, and training. The Mehlhaff family owns the company – not some distant foreign investors who know nothing about General Aviation, the aircraft they build, or the customers they claim they serve. In contrast, the Mehlhaffs are a solid, hard-working American family who got their start in aviation running a fixed base operation. It is an “American” story worth sharing, but first let’s look at the history of the Champion aircraft.

You cannot know where you are going, unless you know where you have been.

According to Wikipedia, the Champion aircraft design began at *Aeronca Aircraft Corporation*, founded on November 11, 1928 in Cincinnati, Ohio. Backed by the financial and political support of the prominent Taft family and future Senator Robert A. Taft who was one of the firm’s directors, Aeronca became the first company to build a commercially successful General Aviation aircraft. When production ended in 1951, Aeronca had sold 17,408 aircraft from 55 different models.

Production began with the Jean A. Roche-designed “Aeronca C-2” monoplane, often called the “Flying Bathtub,” in 1929. The next major model was the “Scout” in 1937, a two-seater, which was developed into the “Chief” and “Super Chief” the next year.

Following a flood in 1937, the factory was moved to Middletown, Ohio, and the company has remained there ever since. All of the airplanes produced from 1929-37 are known as the “Lunken” Aeroncas. The first Aeronca built in Middletown was on June 5, 1940.

The “Defender,” a tandem trainer version of the Chief with a higher rear seat, was used in training many of the pilots who flew in World War II. Several observation and liaison aircraft designs were also produced during and after the war, including the L-3, L-16 and O-58.

In 1945, following the end of World War II, Aeronca returned to civilian production with two new models, the “7AC Champion” or “Champ,” and the “11AC Chief.” The Champ outsold the Chief at a rate of 4 to 1. Between 1945 and 1951, nearly 8,000 Champions were manufactured, compared to only 2,000 Chiefs.

Aeronca ceased light aircraft production in 1951, and in 1954 sold the Champion design to Robert Brown at which time he established *Champion Aircraft Corporation* of Osceola, Wisconsin, which continued building variants of the Champion as well as the derivative design, the “Citabria.” Today, Aeronca builds components for aerospace companies including Boeing, Northrop Grumman, Lockheed and Airbus.

Through the 1950s and the 1960s Champion Aircraft Corporation introduced variations of the 7-series design. Champion also developed and began production of the significantly upgraded follow-on to the 7-series, the “8KCAB Decathlon,” as well as the twin-engine “Lancer.”

Bellanca Sales, which changed its name to *Bellanca Aircraft Corporation*, acquired Champion Aircraft Corporation in 1970, and that company continued to produce most of the Champion line.

Shortly after I obtained my private pilot certificate in 1971, I flew to Osceola, Wisconsin to see the Bellanca factory and observe its flight operations. I stood outside the building and watched test pilots fly the planes right out of production. I will never forget the \$4,995 selling price for a new Citabria, any more than I will forget the \$5,496 selling



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price for a new Corvette that same year. The price of both has increased with inflation, added features and value.

In 1978, Bellanca Aircraft became a subsidiary of Anderson Greenwood, which designed the "Space Shuttle."

In 1980, Bellanca filed for bankruptcy and Champion Aircraft was bought by Jack Burton and moved to Tomball, Texas.

In 1982, Anderson Greenwood sold the assets of Bellanca Aircraft to Viking Aviation, which stayed in Alexandria, Minnesota.

In 1984, Champion Aircraft Corporation filed for bankruptcy and a physician from Austin, Texas purchased the assets with the intent to re-sell them. He named his company *Tetelestai, Inc.*

In 1988, Champion Aircraft was sold to the Mehlhaff family, consisting of 16 semi-truck loads of parts and tools. The following year, the Mehlhaffs hired 15 employees, mostly welders, to help existing Champion aircraft owners comply with an Airworthiness Directive on the "seat." The Mehlhaffs were manufacturing 10 seats per day, and replaced 4,000 seats in all. They also manufactured "wheel pants" for the Champion line and for other manufacturers. When they finally got the actual aircraft back in production, the Mehlhaffs named their company *American Champion Aircraft*, and their first airplane rolled

off the assembly line in 1990.

And to complete the story, in 2002, Viking Aviation sold its assets to Alexandria Aircraft LLC – a consortium of Weber's Aero Repair and four Bellanca employees in Alexandria, Minnesota. The company is now for sale, should you know of anyone interested in a wooden

airplane design.

I have known Jerry Mehlhaff since 1978 when the Wisconsin Aviation Trades Association (WATA) held a meeting in a small restaurant in downtown Burlington, Wisconsin. The room was filled with people who would later be inducted into the Wisconsin Aviation Hall of Fame,



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such as the late Bill Lotzer, Harry Chaplin, as well as Jerry Mehlhaff who was inducted in 2005. Before that, the Wisconsin Aviation Trades Association named American Champion Aircraft "Wisconsin Aviation Business of the Year." I introduced myself to the group, and told them that my wife and I were starting an aviation magazine.

Mehlhaff says that he was "born and raised on the 7AC Champ" when he soloed in 1962 at the old Hales Corners Airport, south of Milwaukee, so his passion for aviation began early on.

In 1969, the Mehlhaffs bought the farm in Rochester, Wisconsin, where the American Champion Aircraft factory is now located, and established the airport and a fixed base operation in 1970. Rochester is located 39 miles southwest of Milwaukee...21 miles south of Waukesha.

Mehlhaff also ran the Burlington, Wisconsin airport for 11 years, first

from 1975-80, and again from 1984-90. Between his FBOs at Burlington and his own airport in Rochester, Mehlhaff sold Mooney, Piper, and Bellanca aircraft over the years.

Jerry and Char Mehlhaff are no longer married, but remain good business partners. Their son, Jerry, Jr., is equally involved in all aspects of the business.

While the basic aircraft today is the same aircraft built 50 years ago, American Champion aircraft are a product of high technology.

When the Mehlhaffs bought Champion Aircraft, they needed an engineer and hired Terry Smith, formerly of WipAire, Inc., to design a metal wing spar to replace the old wood spar that caused problems for the aircraft. During research and development, American Champion Aircraft ran the wing of the Decathlon through 21,000 cycles at 6 positive Gs, and then took it to 9 positive Gs. They ran the Scout through 50,000 cycles at 3 positive Gs because the Canadian Air Force was American Champion's first customer, and they wanted a strong airplane. They ordered a total of 17 sets of wings for their existing fleet.

Everyone loves Champion aircraft because they represent the grassroots of aviation, and they are a lot of fun! The aircraft is also a good-looking airplane.

Mehlhaff told us that the CEO of a major aircraft manufacturer bought a Citabria Adventure two years before taking his job, and has no plans to sell it because his company does not manufacture anything comparable. There are five (5) presidents of Fortune 500 companies that own American Champion aircraft. Another customer is 88 years old and just bought a Champ.

American Champion aircraft have "tandem" seating with the aircraft flown from the front seat. The visibility is superb with windows all around and there's a sunroof where you can either watch the sky or the ground, depending on whether or not

you are inverted.

American Champion aircraft fill a "niche" in the aerobatic and utility category of airplanes. "Our planes are the Cessna 150s of aerobatics," said Jerry Mehlhaff. The airplanes are fun to fly, and you can own and fly them very economically.

If you haven't yet learned to fly a tailwheel aircraft, you must!

My transition from nose-wheel to tailwheel aircraft went smoothly, because I had a good flight instructor. Once I got the hang of it, I would seldom make a three-point landing, and chose instead to do wheel landings using the main landing gear only. It was more fun and your skills flying tail-draggers will transfer to flying all aircraft.

The secret of flying a tailwheel aircraft is in how well you use the rudder. You don't drive a tailwheel aircraft in for a landing... You fly it in.

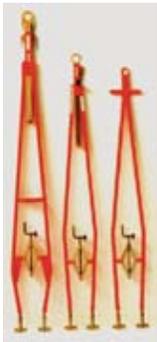
The late air show performer, Bobby Younkin, felt that the American Champion line of aerobatic aircraft was the finest entry-level airplane in the world for flight training. Younkin was a dealer for American Champion, as is air show performer Greg Koontz.

There are 10 dealers in the United States, two in Canada, one in Europe, one in Australia, and soon one in Brazil. The company exported its first aircraft in 1992 to Israel. Today, the company exports 15-20 aircraft a year.

Air show pilot, Marion Cole, once performed a private air show in a stock Decathlon for employees at the American Champion Aircraft factory, and afterwards told Mehlhaff that the airplane flew better than his own Decathlon with clipped wings and other modifications. The reason is in the wings. Cole's Decathlon had "wooden" wings, and a new Decathlon has "metal" wings. Metal wings have one-third the amount of deflection that a wooden wing does.

Mehlhaff and I spent the better part of 3 hours visiting and touring the factory. He introduced me to all 40 employees, down from 94 at

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the company's peak in 2007 when American Champion Aircraft was building two airplanes a week. Today, an aircraft has to be sold before it is built. But building new planes is not all American Champion does.

The company also *restores* approximately three aircraft per year. A major restoration will run \$68,000, and will take 8 weeks to complete. American Champion also manufactures parts for other aircraft manufacturers.

The tooling at American Champion Aircraft is very high tech. Drills and laser cutting equipment can manufacture parts within a fraction of a millimeter in size.

American Champion Aircraft builds the control arms for propeller governors for most General Aviation manufacturers, and for Aircraft Propeller Service in Wheeling, Illinois.

American Champion Aircraft makes more parts in-house than any other aircraft manufacturer in the world! American Champion Aircraft's predecessor outsourced a lot of the parts, and this was undoubtedly one of the reasons they went belly up! However, for certain parts, it is more cost-effective for American Champion Aircraft to outsource them to other manufacturers than to build them themselves.

All of the metal tubing is powder coated with paint to prevent corrosion, and after working the numbers, American Champion Aircraft decided that a supplier that specialized in this could do it cheaper. The same is true for "interiors," which are done by a private contractor.

Building airplanes, and remaining competitive, is a numbers game. Mehlhaff never sacrifices quality, but at the same time, he does not waste money either. Mehlhaff is so good at running a lean shop that he has been asked to help a major aircraft manufacturer streamline its operations. For one thing, a small manufacturer like American Champion Aircraft like any small

business is not top-heavy in management.

At American Champion Aircraft, all of the paint schemes are computer generated, and one color is not painted over another. Each color is carefully masked from the other colors.

Models include the 7EC Champ with a base price of \$103,900; 7ECA Citabria Aurora for \$111,900; 7GCBC Citabria Adventure for \$125,900; 8GCBC Scout for \$148,900; 7GCBC Citabria Explorer for \$125,900; and the ever-popular aerobatic 8KCAB Super Decathlon for \$155,500. Dimensionally, all models are the same: metal spar wings and the entire plane is covered in Dacron fabric made by Dupont with a life expectancy of 20-40 years if hangared.

The 7EC Champ is the "light sport eligible" aircraft American Champion builds, and is the only light sport aircraft being built today that is FAA certified. The Champ is nostalgic, both in appearance and design. A 100 hp O-200D Continental engine with a fixed pitch wooden propeller, powers the Champ. The Standard FAA Airworthiness Certificate allows operation beyond the limitations of the light sport aircraft category. The Champ is perfect as an introductory airplane or for simple weekend recreation.

The 7ECA Citabria Aurora meets all a pilot's basic needs. You can perform loops and rolls, and make touch and goes, knowing that you are flying a very fuel-efficient aircraft. The Aurora is simple, reliable, and affordable in all respects. The airframe is certified to aerobatic loads of +5/-2 Gs. Powered by a 118 hp Lycoming engine and fixed pitch propeller, the Aurora is as economical as it is fun.

The 7GCAA Citabria Adventure uses the same +5/-2 G aerobatic airframe as the Aurora, but is fitted with a 160 hp Lycoming engine and fixed pitch propeller for improved performance. The Ultimate Adventure package further increases performance with a 180 hp engine, and composite propeller.



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The 8GCBC Scout is powered by a 180 hp Lycoming engine and two or three-blade constant speed propeller. The gross weight of 2150 lbs. allows useful loads in excess of 750 lbs. Optional 70 gallon fuel tanks extend endurance, allowing operation to and from the most remote locations or extended loitering. Additional options include amphibious floats,



Scout on Wipline floats.

bush wheels, and skis. American Champion just delivered its 37th Scout on Wipline floats. The “Aqua Bama” water bomber is a modified Scout, specially equipped with a 100-gallon water tank in the backseat. This model has not yet been certified.

The 7GCBC Citabria Explorer features an extended wing, flaps, and a 1800 lb gross weight. These features increase utility while retaining the +5/-2 G aerobatic capability. The High Country package consists of a 180 hp engine, larger tires, and a 1950 lb normal category weight limit. The Explorer is suited for both aerobatic flight and short field operations.

A 180 hp, fuel-injected Lycoming engine, and a two or three-blade constant speed propeller, powers the 8KCAB Super Decathlon. Stressed for +6/-5 Gs, and equipped with inverted fuel and oil, the Decathlon is the standard for aerobatic training.

Featuring a 1950 lb normal category weight, the Decathlon is as capable of cross-country flight, as it is for aerobatics. The aircraft has a semi-symmetrical airfoil and shorter wings than do Citabrias, which increases its roll rate to about 180 degrees per second.

If you are wondering what the model numbers mean like EC, ECA, GCAA, GCBC, and KCAB, you are not alone. Each time an airplane goes through a change, be it a different engine or tires, or adding flaps, or if gross weight is changed, the prefix changes. AC, for instance, stands for Aeronca Continental.

Optional equipment includes everything from starburst paint schemes, to sunroofs and avionics packages including the Aspen Avionics glass panel with multi-functional display; a J.P. Instruments EDM-930 engine data management glass panel primary flight display; the popular Garmin 696 nav com; and your choice of a Hartzell or MT three-blade propeller. In addition, the “Explorer” can be built for floats, with CFP-2 corrosion protection for coastal operations, and all models can be built for glider towing.

Mehlhoff is creative and an entrepreneur. He keeps thinking of how to make his airplanes better or more useful.

A project Mehlhoff has had in the works for quite some time is a replacement for the Cessna 185 Skywagon and its Continental O-540 300 hp engine. American Champion Aircraft’s replacement plane would be powered with a Lycoming 300 hp engine. The aircraft would have an empty weight of 2,000 lbs or less, and a gross weight of 3,600 lbs. Nearly retired at age 67, Mehlhoff says that if the aircraft ever flies, his son will have to complete it. Mehlhoff is also working on an infrared vision project, which is nearly completed.

Even for \$103,900 for the Champ, and \$155,500 for a Super Decathlon, the price isn’t bad when you compare it with the price of other aircraft built today. There are many



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light sport aircraft that approach the \$150,000 price tag, and you cannot touch a conventional aircraft for that. The closest aircraft to an American Champion is an “Aviat Husky,” which sells for \$53,000 more than an American Champion Aircraft “Scout,” and is more difficult to get into, says Mehlhaff.

American Champion Aircraft’s profit margin is small, and their employees are paid competitive wages with other industries in the area. Employees come to American Champion with varying skills, but the company trains everyone for their specific job.

There are two test pilots at American Champion Aircraft. Due to an FAA decision, the owner of an aircraft manufacturing company cannot test fly their own planes for fear of letting a defect go by. Mehlhaff thinks to the contrary... that the owner of the company has more at stake than anyone else, and would never let a bad plane leave the factory.

Oftentimes, buyers will make a list of features they want in their plane. When I toured the plant on May 3 of this year, American Champion Aircraft was building a Decathlon valued at \$228,000, with \$70,000 in options including a glass instrument panel and custom paint scheme.

Something that American Champion Aircraft does that few other manufacturers do is to email their customers photos of their aircraft being built. If customers want to stop by to see their aircraft being built, they may.

A man that started from scratch and modernized and expanded the production of one of America’s finest sport airplanes, must feel a tremendous sense of accomplishment. Yes, Jerry Mehlhaff feels that sense of accomplishment, and now you know why.

To learn more about the airplanes built by American Champion Aircraft, visit www.amerchampionaircraft.com, or call 262-534-6315. □



by Dave Weiman

While EAA AirVenture at Wittman Regional Airport in Oshkosh, Wisconsin (July 26 – August 1, 2010), is clearly the premier general aviation fly-in convention and exposition held each summer, “Sun 'n Fun” (SNF) at Lakeland Linder Regional Airport, Lakeland, Fla., is the premier aviation event held each spring, and is the “spring break for pilots” as their slogan says, especially for cold-weather-bound Midwest pilots. The 36th Annual Sun 'n Fun Fly-In was held April 13-18, 2010.

Although originally founded by a

local EAA Chapter, Sun 'n Fun is now an independent corporation and no longer affiliated with EAA, although the ties between the two organizations remain strong. John Burton, formerly “Vice President of Corporate Communications” at EAA, joined the staff at SNF in 1999, and was named President of SNF in 2001.

Lakeland Linder Regional Airport

Home of the first “Red Lobster” restaurant, Lakeland is a city in Polk County, located approximately midway between Tampa and Orlando along Interstate 4 (Population: 89,108). Lakeland was first settled

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Sun 'n Fun President John Burton (right) greets guests Jeff Skiles (left) and Phil Boyer (center).

in the 1870s and began to develop as the rail lines reached the area in 1884. The development of Lakeland Linder Regional Airport as a major facility in central Florida has taken the community to the next level. The airport is located 6 miles southwest of the central business district.

Lakeland Linder Regional Airport covers 1,528 acres, and features two asphalt runways: Runway 9/27 measuring 8,500 x 150 ft, and Runway 5/23 measuring 5,005 x 150 ft. The airport features an air traffic control tower, and ILS, VOR and GPS instrument approaches.

Gene Conrad, son of the late Blair Conrad, who managed Wittman Regional Airport in Oshkosh, Wis., in the 1980s, was recently named director of Lakeland Linder Regional Airport.

Sun 'n Fun is today Lakeland Linder Regional Airport's claim to fame, but the airport enjoys a rich history.

In May 1942, Lakeland Army Airfield (also called Drane Field) opened and served as a training base for medium bombardment groups flying the B-26 Marauder as an auxiliary United States Army Air Forces (USAAF) airfield to MacDill Field, now MacDill Air Force Base, in nearby Tampa. Initially, the Lakeland School of Aeronautics provided basic pilot training to USAAF flying cadets under

contract. Flight training was performed there until the end of the war.

In 1944, the Third Air Force used Lakeland Army Airfield as a training base for Air Commando units, flying P-51 Mustangs before being reassigned to India and Burma in the summer of 1944.

At the end of World War II, the airfield was closed as a military facility and turned over to the City of Lakeland for redevelopment as a civilian airport.

The City of Lakeland operated another municipal airport before and after World War II, which was renamed "Al Lodwick Field" in 1948.

During World War II, hundreds of young British airmen were taught to fly at Lodwick Field by volunteer flight instructors, a collection of barnstormers and independent pilots. These British airmen enjoyed the hospitality of Lakeland during their training and then returned home to fight in the "Battle of Britain." Their skills in downing German warplanes were crucial to Britain's survival. Later, when America entered the war, the United States Army Air Forces relied on training fields like Lodwick to train pilots for its fighters, bombers, and transport planes.

Lodwick Field continued to be used by the city for several more years as its principal airport, but gradually more and more of the complex was converted for use as the spring training home of the "Detroit Tigers" baseball team. By the summer of 1957, the city decided to phase out Lodwick Field as a municipal airport and concentrate its resources on Drane Field. Drane Field had deteriorated and languished underutilized for many years following the departure of the United States Army Air Forces in 1945 until its rededication as "Lakeland Municipal Airport" in 1960.

In the 1970s, the facility was renamed "Lakeland Regional Airport." In the late 1980s, it was again renamed "Lakeland Linder Regional Airport" in honor of local businessman, Paul Scott Linder.

From the 1970s until 1999, the airfield operated as a joint civil-military facility when the Florida Army National Guard operated UH-1 Huey helicopters there, followed by locally-based UH-60L Blackhawk helicopters and C-23B Sherpa fixed-wing cargo aircraft. In 2000, the Guard relocated to Hernando County Airport in Brooksville, Florida. The Army National Guard, U.S. Air Force, and U.S. Coast Guard still use Lakeland to practice instrument approaches and landings.

Over the years, Lakeland Linder Regional Airport has seen a number of layout modifications. Construction of the current 2 1/2-story airside/landside terminal was completed in 2001 and features the "Earhart's Runway Grill." A Hilton Hotels Corporation Hilton Garden Inn is located on the airport property, approximately 400 yards northwest of the airport terminal building. The Sun 'n Fun complex and its Florida Air Museum are located in the southwest quadrant of the airport.

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Sun 'n Fun Gets \$7.5 Million Grant For New Academy Building

Officials from the Sun 'n Fun Fly-In and the Polk County (Florida) School Board broke ground on a new \$7.5 million building that will house the Central Florida Aerospace Academy (CFAA). The aviation-oriented high school and career academy is currently located on the Sun 'n Fun campus.

The 58,000-square-foot facility will house up to 500 high school students when completed. It is set to open in August 2011 and will be located next to the Florida Air Museum. The current CFAA building holds 175 students.

More and more aviation-related businesses are also locating in Lakeland because of the fly-in. Among the largest businesses located on the airport are "Gulf Coast Avionics," "Flight Safety International," and "Columbia Air Service." In addition, "Sky King, Inc.," a Part 121 supplemental air carrier, has relocated its fleet of B737 and B767 aircraft from Sacramento, California to Lakeland.

For years, Sun 'n Fun and EAA AirVenture-Oshkosh were measured by their size and depth of presentation, with Sun 'n Fun characterized affectionately as the smaller version of Oshkosh, and pilots liked that. That comparison can no longer be made, however, as Sun 'n Fun – while still smaller than Oshkosh, is no longer small.

Both fly-ins have hundreds of exhibitors, daily air shows, aircraft judging, permanent buildings, and museums, although the EAA Museum is huge in comparison with the Florida Air Museum. Oshkosh attracts more major aircraft fly-bys and displays, but Sun 'n Fun is not far behind in featuring the U.S. Air Force Thunderbirds this year. Both events offer camping and evening entertainment, but again, AirVenture provides big name aviation celebrities and bands like the "Beach Boys" (2008-2009) and "Chicago" scheduled for this year. AirVenture also offers your choice of "Theater In The Woods" for evening programs, the outdoor stage at AeroShell Square for late afternoon concerts, and motion pictures after sunset at the large "Ford Motor Company Fly-In Theater." EAA AirVenture has its seaplane base at nearby Lake Winnebago, and not to be topped, Sun 'n Fun has a "Splash-In" at the "Fantasy

of Flight" museum in nearby Polk City, Fla. Take away all the attractions from both fly-ins, and what remains are the planes and pilot camaraderie with EAA AirVenture-Oshkosh still the official convention of the Experimental Aircraft Association.

Top Names In Aviation... Administrator Babbitt Discusses NextGen & More!



FAA Administrator Randy Babbitt

Top aviation leaders congregate at Sun 'n Fun as they do at AirVenture. Among them include EAA President Tom Poberezny and his father, EAA Founder Paul Poberezny; AOPA President Craig Fuller; and FAA Administrator Randy Babbitt.

Administrator Babbitt gave the press an update on the progress being made on the modernization of the air traffic control system "NextGen," and

noted because of the Automatic Dependent Surveillance-Broadcast (ADS-B) system, all aircraft now have the capability to see other aircraft, *if they have the equipment to do so*. Babbitt hopes that all aircraft owners will see the value in the new system so they voluntarily equip their aircraft with compatible equipment.

Speaking of modernization, the international satellite system COSPAS-SARSAT no longer monitors 121.5 MHz Emergency Locator Transmitters (ELTs) in part because of the high number of false signals attributed to these frequencies. Distress signals from 121.5 MHz ELTs can now only be detected by ground-based receivers such as local airport facilities and air traffic control facilities, or by other aircraft monitoring the frequency.

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We asked the Administrator if the FAA had any plans to do away with the 121.5 MHz Emergency Locator Transmitter (ELT) requirement, and allow aircraft owners to replace their old equipment with modern, more cost-effective GPS-based 406-MHz Personal Locator Beacons (PLBs). You can purchase a 406-MHz PLB for as little as \$300, compared to \$2200 plus installation for a 406-MHz ELT. If 406-MHz PLBs were approved to replace the outdated 121.5 MHz ELTs, and we were not required to upgrade to the more expensive 406-MHz ELT as proposed in Canada, aircraft owners could justify upgrading their avionics for NextGen.

The Administrator's immediate response: "ELTs have saved a lot of lives, and the FAA has no plans to do away with them."

Learn more about 406-MHz Personal Locator Beacons, and their advantages over 406-MHz Emergency Locator Transmitters at www.equipped.org.

Concerned about recent changes in border crossing requirements and procedures, we asked Administrator Babbitt if he has ever registered as a pilot with U.S. Customs & Border Protection (CBP) using the agency's new eAPIS (electronic Advance Passenger Information System), and completed a "traveler manifest" (<https://eapis.cbp.dhs.gov/>). Expressing interest in the question, he admitted that he had not.

We then informed the

Administrator that the CBP traveler manifest asks many of the same questions as the FAA flight plan, and suggested consolidating the two forms. We further urged the Administrator to help streamline the notification process for civilian aircraft to cross the border to make it more efficient, reduce costs and improve security, and offered suggestions to do that. He said that the proposal made sense, and promised to review it (*see www.midwestflyer.com, Previous Issues, Aug/Sept 2009, "Streamlining Customs & FSS*).

Lindbergh Awards

The 2010 Lindbergh Foundation presented its prestigious "Lindbergh Award" to Jack Pelton, CEO of Cessna Aircraft, for his work to balance technology and nature, and its "Lindbergh Corporate Award for Environmental Balance" to Federal Express, at ceremonies held April 14, 2010, during Sun 'n Fun.

In 2008, Jack Pelton established the Cessna Environmental Strategy Council, which focuses on aircraft emissions, industrial emissions/waste/recycling, recycling consumables, energy conservation, and engaging employees. Under Pelton, Cessna



Jack Pelton

also launched "GreenTrak," a flight planning program for Cessna Citation business jets that allows pilots to optimize flights for time, speed and fuel efficiency which reduces emissions.

"Aviation has established an outstanding track record in reducing its environmental impact as we grow to meet rising demand for transportation around the world," Pelton said. "To further reduce aviation's impact on climate change requires partnerships between industry and government, and a commitment to find realistic solutions . . . technically and financially viable solutions everyone can live with."

In accepting the award, Pelton issued a call to action for the General Aviation community to take a leadership role in defining solutions to environmental issues so that responsible stewardship works in conjunction with economic considerations required for industry growth.

Pelton said people in the industry must participate in debate on the issues that should not only include aircraft emissions, but operations, infrastructure, and research and development. He also called on the 1.2 million Americans who earn a living from some aspect of General Aviation to help tell legislators and the public about the positive steps industry has already taken.

"The market demands efficiency, and business aviation has delivered a 40 percent improvement in fuel efficiency over the past 40 years," Pelton said. "Keep in mind that during the same timeframe, passenger and cargo traffic increased more than six fold, making aviation an extremely greenhouse gas-efficient economic driver."

Federal Express was recognized for its efforts to support the research and development of more fuel-efficient vehicles, as well as alternative fuel vehicles.

Among the special guests that attended the Lindbergh awards

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banquet were retired AOPA President Phil Boyer and his wife, Lois, who flew from their home in Batavia, Ohio to Lakeland in their A36 Bonanza (www.lindberghfoundation.org).

Other special guests of the fly-in this year were five of the original 1200 Women Air Service Pilots (WASPs) from World War II, and EAA Young Eagles Chairman Jeff Skiles (Jan. 15, 2009, U.S. Airways Flight 1549, "Miracle On The Hudson"). Both the WASPs and Skiles kept busy speaking schedules, and to liven things up for Skiles, Kermit Weeks of "Fantasy of Flight," flew him from Lakeland to his museum in nearby Polk City in his World War II "Grumman Duck." Sun 'n Fun holds an annual seaplane "Splash-In" at Fantasy of Flight on beautiful Lake Agnes, located next to the museum.

Strong winds April 15 prevented Weeks from taxiing from the lake up the concrete ramp, so he and Skiles first landed on the lake, then took off again and landed at the museum's grass airstrip.

Fantasy of Flight is the world's largest private collection of aircraft with 65 planes of all types, and is an enjoyable experience for both veteran aviators and non-aviators alike. There are numerous full motion flight simulators, a walk-through B-17 Flying Fortress, biplane and hot air balloon rides, living history symposiums, and an excellent 1940s-era restaurant called the "Compass Rose Diner."

Sun 'n Fun partners with Fantasy of Flight on the Splash-In and other year-round activities.

Air Show Entertainment Simply The Finest!

As noted earlier, the U.S. Air Force Thunderbirds headlined the air show portion of Sun 'n Fun this year, with civilian performers also competing for the spotlight.

Some of the most memorable acts of the week were Kyle and Amanda Franklin's wingwalking routine, Matt Younkin's Twin Beech act, the always lovely Julie Clark flying her Chevron Mentor T-34 to the music of Lee Greenwood, the AeroShell Aerobatic Team and their bomb burst tribute to the WASPs, and the unbelievable "Red Bull Helicopter" flown by Chuck Aaron.

The Red Bull Helicopter is a stock



Elizabeth (Betty) Strohfus, 90, of Faribault, Minnesota, was one of five WASPs honored at Sun 'n Fun 2010.



The Red Bull Helicopter flown by Chuck Aaron.

Eurocopter/Messerschmitt Boelkow Blohm (MBB BO 105 CBS), and pilot Chuck Aaron holds the distinction as the only pilot licensed in the United States to fly aerobatics in a helicopter. He performs loops, rolls, the Split-S, Immelman, Half Cuban Eight, and even a modified Lomcevok called the "Chuckcevok."

The MBB derives power from two 425 hp Allison Rolls Royce C-20B turbine engines that drive composite rotor blades mounted to a solid titanium fixed rotor head. Normal versions of the rotorcraft can be configured for a variety of flight operations, from air ambulance to off shore oil drilling support. Red Bull's helicopter is certificated in the experimental exhibition category, allowing Aaron to push the envelope of its flight capabilities.

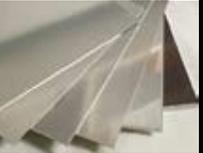
Chuck Aaron has been in charge of NASA's Space Shuttle Air Rescue Program and performed stunt flying in films like "The Rock" and television shows like "NCIS." He helped the U.S. Department of Defense develop and test night-vision systems and rebuilt three Cobra helicopters from leftover parts. He's been a crop duster and traffic reporter and has flown banners at the beach.

The Red Bull Helicopter and Chuck Aaron made their worldwide debut in November 2006 at the Nellis AFB air show. Aaron quickly reached stardom as the recipient of the prestigious "Art Scholl Memorial Showmanship Award" in 2009, after only 3 years in the business.



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AOPA Live At Sun 'n Fun

AOPA President Craig Fuller produced "AOPA Live" webcasts throughout the week, which he first initiated at the AOPA Summit in Tampa in November 2009.



Craig Fuller

Fuller also held a "pilot townhall meeting" on April 15 in which he told pilots that the strength of General Aviation lies with them, that the future of GA rests in their hands, and that they need to actively participate in defending GA's interests.

"Together and individually, you can do great things if only you become engaged with aviation," said Fuller.

"Being more engaged can be as simple as staying informed about the issues that affect your flying, and as involved as hosting a major public event. But inbetween, there are almost infinite opportunities."

Fuller outlined four pillars upon which AOPA's engagement effort is built: restoring the pilot population; protecting community airports; improving GA safety; and upgrading GA's image.

Fuller said that a year ago at Sun 'n Fun, "user fees" was the big topic, and AOPA launched advertisements for "GA Serves America" featuring pilot/actor Harrison Ford, and helped create a Congressional caucus to support General Aviation. On February 1, 2010, there were no user fees in the Administration's budget. "Now we

have two years to prove that user fees won't work," said Fuller.

Now AOPA is focused on where our next gallon of gas will come from, looking at the availability of 100LL and alternate fuels.

"We have to find a solution that works for everyone," said Fuller. "70% of the GA fleet can burn auto fuel, but 30% of the fleet burns 70% of the fuel."

AOPA discontinued hosting its own fly-in and open house in the spring, and has expanded its presence at Sun 'n Fun. AOPA representatives were available in the large, yellow AOPA tent all week to provide member services. "AOPA Day" was held April 16.

Products & Aircraft On Display



Bob Wiplinger of Wipaire, Inc. was one of many aviation industry CEOs on hand to visit with customers and sell product. Wipaire and WipCare are located at Fleming Field, South St. Paul, Minnesota.

I was encouraged to see so many top executives of aircraft manufacturers present during the fly-in, meeting with customers and selling aircraft. I enjoyed spending time with Jack Pelton, John Doman and Tom Aniello of Cessna Aircraft; Michel Adam de Villiers of Daher-Socata North America; Bob Wiplinger,

Mike Aune and Haig Hagopian of Wipaire, Inc.; Scott Wicks of Wicks Aircraft Supply; Rick Januszewski of Cobham (S-TEC); Steve Wentworth of Wentworth Aircraft; Chris Hartwig of Eagle Fuel Cells-Etc; Dieter Canje of MySky Aircraft; Pam Warner of Airparts, Inc.; Peter Bowers of Waco Classic Aircraft; Gary and Karen Hoffman of Huffy's Airport Windsocks; Pat Hartley of DRE Communications; Corky Fornof of LoPresti Fury; Thomas Peghiny of Flight Design USA; and Scott Caverly of LSA North. Representatives from Rapco, Schweiss Bi-fold Doors, Garmin, Avidyne and Piper Aircraft were also at Sun 'n Fun in force.



Carl A. Miller

PiperSport LSA

Kevin Gould, President and CEO of Piper Aircraft, delivered the first "PiperSport" light sport aircraft at Sun 'n Fun to three Miami pilots.

Piper is offering three versions of the LSA: the basic (\$119,900); trainer (\$129,900); and deluxe (\$139,900).

You could also find some great deals at Sun 'n Fun. Cobham, for instance, manufacturers of S-TEC autopilots, was offering a \$2,000 rebate on the S-TEC 55X or 65.

The 2011 Sun 'n Fun Fly-In will be held March 29 thru April 3, 2011 (www.sun-n-fun.org). □

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Organs To Airplanes: The Remarkable Story of Wicks Aircraft Supply



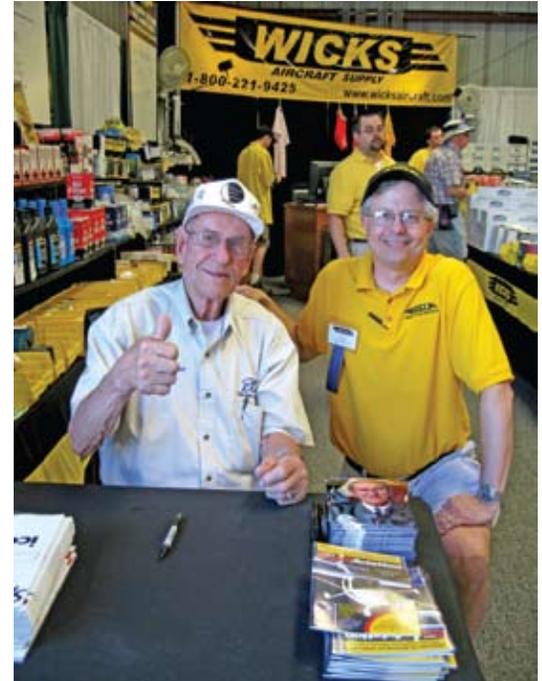
Wicks Aircraft Supply is located in Highland, Illinois.

by Ed Leineweber

Successful businesses are the product of opportunity, ambition and ability. While this formula sounds easy enough, in the real world these ingredients seldom come together in proper proportions and at the precise moment for synthesis to take place. The story of the creation of “Wicks Aircraft Supply” is a tale of what can happen when things go right. Thirty-five years later, we all continue to enjoy the fruits of this aviation alchemy.

When John F. Wick, a watch-maker and jeweler by trade, boarded a train in the early 1900s to travel from his hometown of Highland, Illinois, to nearby St. Louis, Missouri, to learn to play the organ at the behest of his parish priest, the Wright brothers were still tinkering with their flying machines in a bike shop in Dayton, Ohio. Who could have guessed that three quarters of a century later, the organ-building company John later developed, would branch off into an airplane-building supply company enabling tinkerers around the world to realize for themselves the Wrights’ dreams of powered flight? But through the happy combination of opportunity, ambition and ability, that is exactly what happened in 1974 when Wicks Aircraft Supply opened for business.

Opportunity came in the form of a rapidly developing aircraft homebuilding movement, which lacked a single source of materials and supplies backed up by knowledgeable, first-rate customer service. Ambition was abundantly present in Martin Wick, John’s son, and the president of Wicks Organ Company at that time, who was himself a pilot and aviation enthusiast; George Gibbons, the vice-president and company pilot; Richard Haase, the plant superintendent who was building a Bowers Fly Baby; and Mel Smith, an expert craftsman and woodworker employed by Wicks Organ Company.



Wicks Aircraft Supply was created in response to the growing experimental aircraft movement of the early 1970s, and in turn contributed to the explosive expansion of homebuilding in the years that followed. Wicks President Scott Wick (right) with EAA Founder Paul Poberezny (left) at Sun 'n Fun 2010.

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Scott Wick behind the keys of a Wicks church organ.



The Wicks Organ Company is located across the street from Wicks Aircraft Supply.

And ability, defined to include skills, capital, available materials and equipment, was all to be found in abundance within the four walls of the organ manufacturing facility, which contained workshops, finishing rooms, machines, tools, skilled workers and a large inventory of Sitka spruce and aircraft-quality plywood. It's almost as if Wicks Aircraft Supply HAD to burst forth in such an environment!

The way this aeronautical chemical reaction proceeded was this: Haase was frustrated by his inability to easily acquire the materials and supplies for his Fly Baby; Smith suggested that Wicks expand into the aircraft supply business; and the boss, Martin Wicks, gave the idea his enthusiastic blessing. What was needed was a way to launch the new enterprise which would attract the attention of the aviation world as quickly as possible. Solution? Of course! Build an airplane with company products and fly it to Oshkosh!

The crew of this fledgling enterprise made its mark by building a KR-2 in 74 days and flying it to the EAA Fly-In Convention (now AirVenture) in Oshkosh, Wisconsin, that same summer in 1974. The little low-wing plane was made

from supplies and materials that Wicks sold, including the spruce and a line of composite products. Folks were amazed at the quality of the workmanship and the speed at which the airplane was put together.

Wicks gained valuable experience with the products they sold, and the challenges faced by the homebuilder. This initial experience shot them forward, and Wicks has only continued to improve since then.

At first the aircraft supply business occupied 1,500 sq feet of the organ factory. But by 1975, the new enterprise moved into its own 15,000-sq ft facility across the street, which still houses Wicks Aircraft Supply today. Two additions over the years have increased the size of the building considerably.

The growth of Wicks is seen even more dramatically in a comparison of its first catalog, issued in December, 1975, with the 2010 edition. The first edition, consisting of 13 type-written, mimeographed pages, offers spruce and plywood, control cabling and associated hardware, 4130 chrome molybdenum steel tubing, turnbuckles and other AN hardware. The first materials kits were also offered,

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When a customer calls Wicks to order aircraft construction material or pilot supplies, they talk to Erin Weber in customer service.



The morale among employees is high at Wicks Aircraft Supply!



Sitka spruce is used to build aircraft and organs with aircraft getting a much higher grade.

for the KR-1 and KR-2, at prices of \$571.18 and \$704.38, respectively.

The 2010 Wicks Aircraft Supply catalog, by comparison, has almost 250 pages of homebuilder and pilot supplies, listing over 13,000 separate items. The index alone is longer than the first edition of the catalog in 1975. And, of course, the Internet has radically change mail order retailing since the early days, with all of the catalog information now readily accessible at www.wicksaircraft.com.

One thing that has not changed over the years is the Wicks passion for achieving customer satisfaction. I have been told by satisfied, loyal customers that Wicks offers the best service in the industry, the fewest backorders, and the most knowledgeable sales staff. For builders in the middle of a project, especially first-time builders like me, that is huge.

Both the original organ company and Wicks Aircraft Supply are still owned by the Wick family and operated day-to-day by two of Martin's sons, Mark and Scott. Other family members make up the board of directors, which includes Martin's wife, Barbara. Small, closely held, family operations are still prevalent in the general aviation world, and constitute one of its most attractive attributes, in my opinion.

I had the pleasure of meeting Scott Wick at the "Midwest Light Sport Expo" in Mount Vernon, Illinois, last October. Although knowledgeable on both sides of the family enterprise, Scott has focused his attention on the aircraft supply operation part of the business since being named its vice-president in 2003. Now company president, Scott is a commercial pilot with instrument and multi-engine ratings, who grew up with Wicks Aircraft Supply and remembers the "two-months-to-flying KR-2" project, which got everything started in 1974.

More recently, *Midwest Flyer Magazine* editor/publisher, Dave Weiman, and I flew to Highland, Illinois, and visited Wicks Aircraft Supply in person. There we had the opportunity to tour the facility and meet the staff, including Eric Cleveland, the warehouse manager. Eric

has been with the company since 1996, right out of high school, and has an almost photographic recall of all 13,000-plus part numbers in the Wicks catalog. Now THAT'S a warehouse manager! All the other Wicks staffs were friendly and knowledgeable, and most have been with the company for years.

Scott prides himself on having a comfortable, laid-back place for people to work, and he appears to have been rewarded with competence and longevity in his crew, which is an increasingly rare attribute in today's workforce.

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



Wicks Aircraft Supply was built on providing the homebuilding community with the fundamentals; the highest quality of aircraft wood, steel, glues, paints, fabric, composite materials and hardware. Scott emphasizes a back-to-basics philosophy in the current business plan.

“Our typical customer is age 55 or older,” Scott says, *“probably retired, and skilled in working with his hands. He is pursuing his dream of building and flying his own aircraft, but needs a good source of components and know-how. We try to provide both, with excellent customer support to keep him coming back.”* This strategy has been successful for this company for the past 35 years, and will likely be a winner in the coming years as well.

Scott notes, however, that the addition of the wide variety of pilot supplies has been a good complement to Wicks’ core business.

“After our builder customers finished their projects, we had nothing more to offer them to keep them coming back,” he said. *“We found that they were willing to continue with us in later years when they were flying their dream machines if we could fulfill their needs as pilots and aircraft owners.”*

Good idea, for sure, but a couple of years ago Scott noticed another phenomena that is now contributing to the bottom line. The “motor sports” crowd needed many of the same products and supplies that light

aircraft owners had been buying from Wicks for years.

“Without realizing it,” Scott exclaimed, *“motor sports had grown to about 25% of our business!”* Although the paper catalog still focuses on aviation, the company website now has a section devoted to this new and important segment of the Wicks business base.

One last important feature of Wicks Aircraft Supply: its retention of a small town, down-home atmosphere. When Dave Weiman and I touched down at St. Louis Metro-East Airport/Shafer Field (3K6) located in nearby St. Jacob, Illinois, we were immediately met at the gas pumps by Ed Shafer, who owns the airport and

has been running it for the past 35 years. Ed offered to take us over to Wicks, but before he could make the call, Scott Wick showed up himself to personally greet us.

For a company that sends its products all over the world, it’s nice to see the personal touch that makes aviation special. I could readily see where that world-wide reputation for great customer service comes from.

Maybe a trip to 3K6 and Wicks Aircraft Supply should be on your list of summer flying destinations. Tell them Dave and Ed sent you.

EDITOR’S NOTE: Thanks to Roy Beisswenger, whose article found on the Wicks website was relied on for part of this article. □

MIDWEST SEAPLANE PILOT NEWS

Madden’s, Site of 2010 Minnesota Seaplane Pilots Association Fly-In

by Dave Weiman



BRAINERD, MINN. – An opening fish fry, great fellowship, interesting seminars, and commercial exhibits to peruse, combined with the best in

resort facilities and seaplane fly-in activity, contributed to making this year’s Minnesota Seaplane Pilots Association Fly-In great! The fly-in was held May 7-9, 2010, at Madden’s Resort on Gull Lake in Brainerd, Minnesota.

The events began Friday, May 7, with a “water egress” demonstration in one of Madden’s many indoor swimming pools. A social hour and fish fry followed with safety seminars by the FAA and Minnesota DOT Office of Aeronautics that evening featuring Rick Braunig from MNDOT.

Once the weather broke on Saturday morning, more planes flew into Gull Lake and at nearby East Gull Lake Airport (9Y2), a 2618

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X 160 ft grass airstrip, located less than a mile from the lodge. Shuttle service between the airport and lodge is available. Brainerd Lakes Regional Airport (BRD) was also available for fly-in aircraft.

Featured first thing Saturday morning, May 8, was Dr. James McManus, president of the National Seaplane Pilots Association (SPA). With 9,000 members, SPA is the largest seaplane organization in the world with headquarters in Lakeland, Fla. (www.seaplanes.org).

Discussing U.S. Customs border crossing procedures were Tim Johnston of the U.S. Customs & Border Protection, Department of Homeland Security; and Brian Addis of Wipaire, Inc., who is also an FAA Examiner. Addis provided pilots with an information sheet with instructions on how to file a traveler manifest using the new electronic Advance Passenger Information System (eAPIS). There was considerable discussion on the proposed 406-MHz Emergency Locator Transmitter (ELT) requirement to fly in Canada, and other GPS-based emergency devices, such as Personal Locator Beacons (PLB) and the GPS messenger "SPOT."

One by one the manufacturers of "aircraft floats" got up and described their products including Alan Thyng of Baumann Floats; Brian Huberty of Clamar Floats; Jeff Voigt of Park Rapids Aviation, distributors of AeroSet Floats; and Chuck Wiplinger of Wipaire, Inc. Aluminum, carbon



Marcel Kobberdahl of Deerwood, Minnesota (right), brought a group of Civil Air Patrol cadets from the Crow Wing County Composite Squadron to help park aircraft.

fiber, and Kevlar were the float construction materials covered.

Other speakers included Pete Firlotte of Transport Canada; Jason Jenson of the Minnesota Department of Natural Resources on the topic of invasive species; Adam Bergaso of Lockheed Flight Service; and Darrell Bolduc of Bolduc Aviation Specialized Services on the topic of engine maintenance. Bolduc reviewed techniques and products available to prevent corrosion of cylinders.

The banquet speaker was Francis Einarson of Einarson Flying Service, located in International Falls, Minnesota, who told of his adventures flying floatplanes in Minnesota and Canada.

The president of the Minnesota Seaplane Pilots Association, Mary Alverson, emceed all events. Len Christianson is vice president; Pam Freese is treasurer and membership chairman; and Neil Otey is secretary.



Joyce and Francis Einarson of Einarson Flying Service, Inc., International Falls, Minnesota. Francis Einarson was the banquet speaker.

The fly-in was supported by members of the Civil Air Patrol, who manned the unicom and helped park aircraft. About 20 seaplanes flew in despite rain and snow showers on Friday. Excellent weather prevailed on Saturday and Sunday.

Madden's Resort received praise for its accommodations, food, and service. Amenities include five swimming pools, three sand beaches, golf course, and boat rental. The resort offers numerous packages. For additional information refer to www.maddens.com.

Both Brian Thuringer, president of Madden's, and his son, Benjamin, vice president and manager, are pilots. The Thuringer family has owned Madden's for three generations. □

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Stabilized Approaches

by Jeff Taylor
Aviation Consultant



Jeff Taylor

To fly an airplane safely, we must memorize many numbers. Power settings, airspeeds, frequencies and traffic pattern altitudes are just a few of the important numbers we must know.

Airspeed numbers – especially approach speeds – are particularly important since skillfully flying the aircraft during a stabilized approach can make the difference between a smooth touchdown and a landing accident.

What is a stabilized approach and how does it help?

Essentially, a stabilized approach is where the aircraft is on final, 400 to 500 feet AGL, configured to land with gear down and flaps set for conditions, at approach speed, gliding at a constant rate of descent to a predetermined point on the runway where the flare begins. That doesn't sound too hard, does it? But, in fact, we all know sometimes this can be a challenge since many factors can keep us from getting on a stabilized

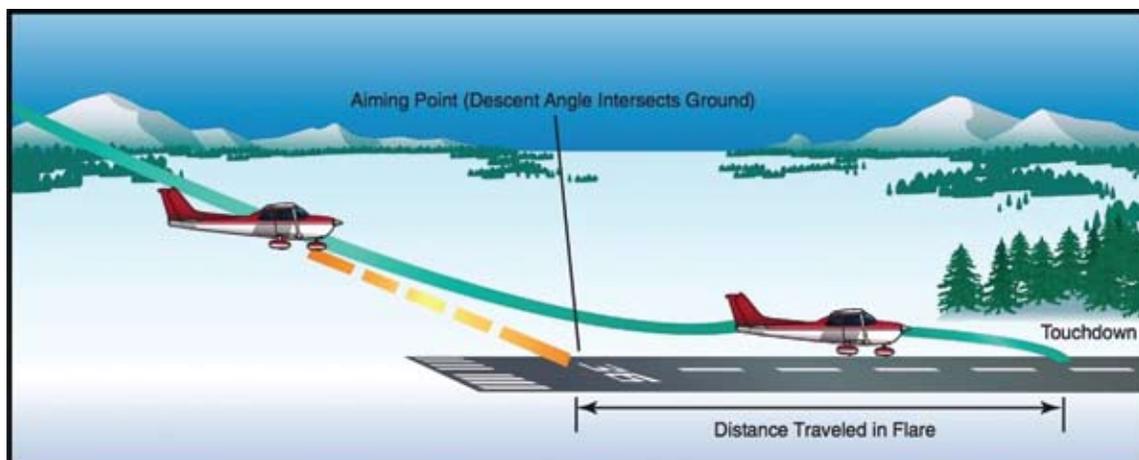
approach.

Unstabilized approaches often result from late descents, poor awareness of crosswinds or tailwinds in the pattern, distractions and visual illusions. Maintaining heightened situational awareness during the entire descent can be your best defense against an unstabilized approach. To keep a bad situation from becoming worse, set the standard of requiring a go-around if you have not stabilized your approach at 200 feet AGL.

While configuring the aircraft typically isn't a big challenge, the

add at least 100 feet to your landing, so you can see how adding 10 knots can set you up for a go-around at best, or a hard landing at worst.

Gusting surface winds is one of the few times we should consider flying faster than published. A rule of thumb used by many pilots is to add one half of the reported surface wind gust to the normal approach speed when landing in turbulent, gusty winds. If the winds are 15 knots gusting to 25 knots, the gust is 10 knots, so add 5 knots to your approach speed. Adding this cushion gives you more control



speed you fly is the biggest variable in the equation and has the greatest impact on your landing. Aircraft manufacturers typically publish in the Pilot Operating Handbook (POH) a recommended approach speed that provides a generous cushion above stall speed and allows for some gentle maneuvering to maintain runway centerline. The danger lies in the idea that adding 5 or 10 knots adds a margin of safety to the approach. Adding just 1 knot of airspeed will

over the aircraft during unpredictable winds and protects you from any sudden loss of headwind component.

Pilots who consistently fly stabilized approaches make consistently smooth landings because they follow a proven plan for success. Setting the goal of **always being stabilized by 200 feet AGL or you go-around** will result in better, more passenger-friendly and safer landings.

Takeoffs are optional, landings are mandatory! □

Diann Danielsen – Real Estate Specialist

WisDOT Bureau of Aeronautics

Diann Danielsen joined the WisDOT's Bureau of Aeronautics (BOA) Real Estate Group in April. The BOA real estate staff provides technical expertise and services to airport sponsors and project engineers involved in



Diann Danielsen

airport development and property management. In her position as a real estate specialist, Diann will assist with real estate analysis and quality review, appraisals, owner negotiation and relocation planning, condemnation settlements, and project management.

Diann is a Wisconsin-registered land surveyor. Prior to joining the Bureau, she worked in real estate related positions including Dane

County Land Information Officer, WisDOT GIS coordinator, Wisconsin State Cartographer survey advisor, and Western Area Power Administration ROW surveyor. Diann has specialized education in surveying and land information systems, with a BS in surveying and an MS in civil and environmental engineering/surveying and land information systems.

For questions regarding airport land acquisition, releases, reimbursement, or property management, please contact Diann at diann.danielsen@dot.wi.gov or 608-266-1709. □

More Wisconsin Students Participate In 2010 International Aviation Art Contest Than In 2009

More than 100 Wisconsin students between the ages of 6 and 17 submitted original artwork to the state aviation art contest that feeds winners into national and international contests. This year's contest theme, "Flying with the Sun," was meant to capture the excitement, activities and possibilities of the world of aviation. The purpose of the contest is to motivate and encourage young artists to participate in and become more familiar with aviation, science, and engineering.

Entries were judged in three classes: Category I - Ages 6 to 9; Category II - Ages 10 to 13; Category III - Ages 14 to 17. The winners were announced in early March, 2010 and the winning artwork will be on display at the State Capitol this summer.

State winners and runners-up were selected, with winners receiving a certificate and recognition from their state. The top three entries in each age group were forwarded to Washington, D.C., where they were judged in the national competition. In Wisconsin, the winners in each category received their choice of an airplane flight for themselves and two guests, or \$100 worth of art supplies. Second place winners received \$75 worth of art supplies and third place winners received \$40 worth of art supplies.

A first, second, and third-place national winner was then selected from each age group. All national winners received certificates, ribbons and a framed reproduction of their artwork. Also, their artwork was forwarded to the FAI Headquarters for international judging. Winners of the international competition will receive certificates and gold, silver, or bronze medals.

For more information about the art contest, contact Karen Valley at 608-266-8166 or email karen.valley@dot.wi.gov. □



Artwork by Cody Fromader



Artwork by Margaret Butler



Artwork by Wyatt Dohrwardt



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It's So Sweet!

by Christopher Roy

I remember hearing someone once say that flying resembles a box of candy. Until you really get into it, you never know how sweet it can be. With summer here, what better time is there to learn about flying, aircraft maintenance, airport operations and the vast array of aviation industry career fields? What better time is there to improve your flying proficiency or even upgrade your rating? If you haven't tried flying a seaplane, go find the nearest seaplane base and go for a flight. You won't regret experiencing the best of both water and air worlds!

I also strongly encourage aviators who are properly rated and fully current to take a young person up for a flight. Show them the beauty and excitement of flying. But I'll go further and open that up by saying, why not make it a priority to take someone from your city leadership for a flight around your town.

Help them see the advantages and value of the airport and flying. Educate them about all the great things aviation brings to a community. Help them understand that aviation benefits everyone, even those who have never flown! Show them the importance of supporting and maintaining a



Christopher Roy

quality airport in the community. It is a small investment in the future of your airport and aviation in your community that could pay great benefits in the future. One example that would benefit the airport, the community, and excite youth about flying is the "EAA Young Eagles" program sponsored by the Experimental Aircraft Association (<http://www.young eagles.org/>).

When you go flying this summer, instead of just flying from point A to point A, or point A to your usual point B, why not get a little adventurous and visit a different Minnesota airport. You have 136 airports to choose between! Remember the "*Fly Minnesota Airports*" program is *still* happening and you *should* be a part of it. Check it out at: <http://www.dot.state.mn.us/aero/aved/Passportprogram/Passport.html>. Make this a summer of flying fun. Share aviation! Doing so enhances its value to the entire community.

By the way, if your airport is not yet a part of the "Adopt-An-Airport" program, let your airport manager know you want to be involved in the airport's beautification and enhancement. You can do this with your community via the Adopt-An-Airport program. More than 30 airports in Minnesota are reaping the benefits of a strong program and an involved community.

Now go fly! Think and practice safety first and always. Be vigilant, and enjoy the beauty of our Minnesota summer. *It's so sweet!* □

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Did you know you can get ADDS? Its easy. Type the following URL into your computer browser: <http://aviationweather.gov/adds/> Hit enter and voila!

Taken straight from the landing page information, "The Aviation Digital Data Service (ADDS) makes available to the aviation community text. The digital and graphical forecasts, analyses, and observations of aviation-related weather variables. ADDS is a joint effort of NCAR Research Applications Program (RAP), Global Systems Division (GSD) of NOAA's Earth System Research Laboratory (ESRL), and the National Centers for Environmental Prediction (NCEP) Aviation Weather Center (AWC).

And while you are online, check out the following great sites for tips, guidance and great information:

How to Obtain a Good Weather Briefing – P-8740-30

http://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=6850

Personal Minimums Development Guide

http://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=9091

Thunderstorm Avoidance Tips

http://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=9065

Weather Radar Echo Terms

http://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=6581

Density Altitude – P-8740-2

http://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=6847

Weather-Related Articles on FAASafety.gov

http://www.faasafety.gov/gslac/ALC/lib_categoryview.aspx?categoryid=5

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<http://www.hf.faa.gov/weatherdecisionguide/preflight.aspx> □

Investment In Protection

With the explosion of technologies designed to make our lives easier, keep us connected, and keep us informed, we are now faced with new issues like how and where to carry these things, especially when going through airport security. At any given moment at a major airport it is easy to view people with cell phones, laptops, net-books, electronic book readers, calculators, pagers and more. Now that mix of wizardry includes a device called the iPad ...not quite a laptop computer, but bigger than many other devices one might carry.

When traveling by air, passengers must maintain a personal vigilance and be aware of what they are carrying and wanting to carry on board any commercial aircraft. Security rules and guidelines are always subject to change as protection needs dictate. But in general by planning ahead and completing a little online research, it will be easy to avoid having your items confiscated

or perhaps placed in unpadding containers and shipped as luggage. In fact by typing in the link shown here (in your computer browser): <http://www.familyfirst.com/tsagov.html>, many questions will be quickly answered.

So what does one do with a device like an iPad when going through security? According to the Transportation Security Administration (TSA), "Laptop computers or electronics similar in size must be removed from carry-on baggage and placed separately in bins. Small and portable electronic items do not need to be removed from their carrying cases. If a TSA Officer cannot resolve an item in carry-on baggage on the X-ray screen, it may require additional screening."

An iPad would likely fall into the "similar size" category. Thus it makes sense to treat that device like a laptop. That means for the safety and protection of the device, a quality book-style padded jacket that holds the actual device can provide adequate daily general handling protection.

But if you plan to travel with that device, then the jacket and a TSA compliant, laptop-style travel bag/case is a necessity. The bag (or case) is of the style that can essentially split apart or easily open to allow the TSA screeners to clearly see the electronic devices separate from the other items in that carry-on case. In addition, the book-style padded jacket provides an additional level of protection for the device and its large screen while inside the travel bag.

It is easy to find a number of companies that produce and/or sell luggage and other items that meet TSA required guidelines for security. Type "TSA compliant luggage" into your browser and several dozen sites will provide many travel bag options to meet your specific needs.

Purchasing a good quality, TSA compliant carry on case for your electronic devices and other items is a worthwhile investment for the protection of your items and to aid in the protection and security for you and others who travel by commercial aircraft. □

Wipaire's Single Point Fueling System Now G1000 Compatible



SOUTH ST. PAUL, MINN. – Wipaire, Inc. has announced the certification of its new and improved "Single Point Fueling System" for the Cessna Caravan. The Wipaire Single Point Fueling System G-2 is compatible with the Cessna 208 or 208B Caravan equipped with either G1000 or resistive fuel quantity systems, and features precise electronic fuel level monitoring.

The system can be installed on the aircraft in either landplane or seaplane configuration. An upgrade option is also available for aircraft previously



equipped with an older Aviadesign system.

The Wipaire Single Point Fueling System G-2 enables the aircraft to be filled from the ground, eliminating the risk of leading edge damage from over the wing fueling. Ladders are no longer required, enabling the Cessna Caravan to be fueled more safely and expeditiously.

Wipaire's new electronic monitoring ensures that the aircraft is reliably topped-off and an all new digital display with touch screen controls ensures an easy interface for

NEW PRODUCTS FROM MINNESOTA

the user. Also new to the G-2 edition is the flexibility to display fuel quantities in gallons, liters, kilograms or pounds.

With over 100 STCs, Wipaire, Inc. is not just for aircraft floats. For additional information on the Single Point Fueling System G-2 or other STCs, contact Wipaire, Inc. at 651.451.1205 or visit www.wipaire.com.

For 50 years, Wipaire has been engineering and manufacturing a full line of aircraft floats for all sizes of aircraft from the Piper Cub to the de Havilland Twin Otter as well as over 100 Supplemental Type Certificates for a variety of useful aircraft modifications. In addition, Wipaire is a service leader in other areas, including aircraft maintenance, avionics installation and repair, custom interior design and installation, and exterior refinishing. □



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Bonanza Is Old Acquaintance

Beech Bonanza N3756N was manufactured in October of 1947, and flown from the Beechcraft factory in Kansas to Waukesha, Wisconsin by Waukesha Airport namesake, Dale Crites. The day after its arrival at Waukesha, the aircraft was sold to its first owner, who owned it for 8 years.

In 1955, N3756N was sold to Bill Carlson, WTMJ-TV's (Milwaukee, Wisconsin) first weatherman. Bill owned the airplane for 24 years.

In 1958, high school freshman Pete Schoeninger was hired by Dale Crites and Harland Sedgwick as a line boy.



(L/R) Pete Schoeninger of Gran-Aire, Inc. hands the keys to a 1947 Beechcraft Bonanza to John and Jan Lloyd of Milwaukee, Wisconsin.

Schoeninger refueled the airplane several times for Carlson. After graduating from high school in 1961, Schoeninger left the area for a tour in the United States Air Force, college, and other endeavors.

N3756N was sold in 1980 to two partners in Milwaukee, who sold it in 1984 to a couple in Waukesha. In 1986, Pete Schoeninger and John Lotzer of Milwaukee established Waukesha Flying Services, Inc. On occasion, Schoeninger would again refuel his old

friend during the next 12 years until he left the Waukesha Airport in 1998 for other pursuits.

Recently, the husband of the couple who bought the airplane in 1984 passed away. His widow hired Gran Aire, Inc. of Milwaukee-Timmerman Airport to sell the airplane for her in December 2009. Once again Schoeninger (now sales manager at Gran Aire, Inc.) renewed his acquaintance with N3756N and the lady that owned it. In January 2010, Schoeninger sold the airplane to John and Jan Lloyd of Milwaukee.

Both Pete Schoeninger, and the last owner of the airplane, were delighted that the Lloyds purchased the airplane. Schoeninger said, "*Lynn (the last owner) was very happy, as was I, that the airplane is going to a good home. It will be based in Milwaukee, and I know the Lloyds, as experienced helicopter and airplane owners, will take good care of this classic airplane.*" □

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Kevin Wixom Scholarships Awarded



JANESVILLE, WIS. – The Blackhawk Technical College Foundation has awarded the 2010 “Kevin Wixom Memorial Scholarships” for aviation technical studies to Ted Treinen of Janesville, Wisconsin and Jeffrey Palmer of Edgerton, Wisconsin. This year is the 10th anniversary of the award and the reception held April 28 at the BTC Aviation Center was attended by the extended Wixom family and friends, former aviation instructors, and program alumni.

The award is named in memory of Kevin Wixom, an alumnus of the Blackhawk Technical College Aviation Program, and an aviation technician at Blackhawk Airways at Southern Wisconsin Regional Airport in Janesville.

Jeffrey Palmer of Edgerton, Wis. and Ted Treinen, Janesville, Wis. are recipients of the 10th Annual Kevin Wixom Memorial Scholarship Award, which honors former alumnus of the Aviation Program at Blackhawk Technical College, Kevin Wixom. (L/R) Nancy Wixom, Jeffrey Palmer, Richard Wixom, Joann Wixom, Ted Treinen, and Charlie Wixom. □

1940s Style Hangar Dance... A Salute To The Troops, Past & Present!

MADISON, WIS. – Re-live the 1940s era by attending an old fashion hangar dance on Saturday, July 31, 2010 from 7:00-10:30 pm at Wisconsin Aviation, Dane County Regional Airport, Madison, Wis. The dance will feature big band music performed by “Ladies Must Swing,” a jazz band consisting of 19 energetic women dressed in era costume.

Vintage wear is encouraged and there will be prizes for

the best-dressed couple and best dancers.

Proceeds to benefit the Community Action Coalition, a local organization committed to reducing poverty in Dane, Jefferson and Waukesha Counties; and The Badger Honor Flight (badgerhonorflight.org), a local nonprofit that ensures that World War II and terminally ill veterans from any war have the opportunity to see the memorials that have been erected in their honor in Washington, D.C.

Tickets are \$15 in advance by contacting June Dalton at ladiesmustswing@yahoo.com or (608) 698-8944, or \$17 at the door (www.ladiesmustswing.com). □

Airplane Auction At Oshkosh

OSHKOSH, WIS. – Thinking of trading up or down, selling your plane, or buying your first airplane? The “Spirit of Aviation Auction” to be held during EAA AirVenture-Oshkosh 2010 can help. EAA is teaming up with www.Auction.com to hold its first-ever live auction on Saturday, July 31, 2010.

Aircraft are also featured online at wwwAirVenture.org before and during AirVenture.

For additional information or to list your plane, refer to www.AirVenture.org/auction/ or call 1-888-740-3840. □

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Darrell Bolduc Named Aircraft Maintenance Technician of the Year



(L/R) James Niehoff, FAAS Team Program Manager, Airworthiness, Minneapolis Flight Standards District Office; Tom Lindee, aircraft technician with inspection authorization, and Delta Airlines captain; Darrell Bolduc, award recipient; and Dr. George Bolon, Professor at Winona State University and President of Winair, Winona, Minnesota.

BROOKLYN CENTER, MINN. – Darrell Bolduc, President of Bolduc Aviation, Inc. at Anoka County-Blaine Airport, was named “Aircraft Maintenance Technician of the Year” for the state of Minnesota. The award was presented to Bolduc by James Niehoff of the Minneapolis Flight Standards District Office during the Minnesota Aviation Maintenance Technician Conference, March 29, at the Earle Brown Heritage Center in Brooklyn Center.

Following the conference, which is hosted by the Minnesota Department of Transportation Office of

Aeronautics with support from the Federal Aviation Administration, Bolduc went on to compete at the regional level, and was then also named “Aviation Maintenance Technician of the Year” for the FAA Great Lakes Region.

Bolduc Aviation Specialized Services is an aircraft engine overhaul facility known throughout the United States and Canada. Darrell Bolduc is an expert on aircraft engines, and a noted speaker at the Minnesota Aviation Maintenance Technician Conference, Minnesota Seaplane Pilots Association Fly-In, and aircraft maintenance conferences throughout the Midwest. □

U.S. Airways First Officer Relives Hudson River Landing At MBAA Meeting



The Minnesota Business Aviation Association (MBAA) held its monthly luncheon meeting at Key Air Twin Cities at Anoka County Blaine Airport in Minneapolis on May 12, 2010. The guest speaker was U.S. Airways First Officer Jeff Skiles of “Miracle On The Hudson” fame. Sponsors included Key Air, Wings Financial Credit Union, and Bombardier. Wings Financial Credit Union staff with guest speaker Jeff Skiles (center): (L/R) Susan Binger, Amy Peterson, Jeff Skiles and Cynthia Smith.



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FMFT Showcases New Flight Simulator At Key Air Twin Cities

BLAINE, MINN. – Faith in the future of general aviation is strong at Anoka County-Blaine Airport, when retired Northwest Airlines captain, Tim Barzen, and associates decided to invest \$300,000 in a full-motion flight simulator. The company, “Full Motion Flight Training” (FMFT), is located at Key Air Twin Cities on the northwest corner of Anoka County-Blaine Airport (ANE). FMFT is the first certified Cirrus flight simulator center in the world!

The airlines, corporate aviation, and the military have been using flight simulators worldwide for many years to achieve incredible levels of safety and training efficiency. Barzen says that he has personally gone from training in a flight simulator to flying paying customers as a captain of a Boeing 747-400 for Northwest Airlines.

The flight simulator can be configured for any model Cirrus, and as with any aircraft, it helps if you are familiar with the avionics. Cirrus uses the Avidyne glass cockpit multi-functional and primary flight displays in combination with Garmin GNS 430 GPS nav coms.

What you gain from a simulator that you cannot get from flying a real airplane is 1) reduced operating costs...there’s no fuel to burn, 2) instant replay in setting up instrument approaches, different weather scenarios and emergency situations, and 3) the capability to experience emergencies and equipment malfunctions without risking life, limb and equipment. This Cirrus-specific simulator can replicate almost every normal and abnormal situation in flight, up to and including a very realistic caps parachute pull.

Tim Barzen is best known in aviation circles as one of the main supporters of the P-51 “Red Tail Project” with the Minnesota Wing of the Commemorative Air Force (CAF). Over the past couple of years, he has also served on the Minnesota Aviation Hall of Fame board of directors. Barzen wants to see aviation history preserved, but also wants to move aviation forward through professional flight training.

Tim Barzen is President of FMFT, Chris Dunn is Director of Business Development, Cliff Izer is Director of Flight Training and Standardization, and Will Outlaw is Chief Instructor and Director of Operations.

For additional information or to schedule a lesson, call 877.822.7043 or 763.269.8000, or email info@fmfsim.com (www.fmfsim.com).

Hosting the event at its “Plane Picnic” open house was Key Air Twin Cities, which had just completed construction of its 70,000 sq ft hangar and terminal complex in time to host a rally for the National Republican Convention in 2008.

Anoka County-Blaine Airport is



A couple of Boy Scouts got to try their hand at the Full Motion Flight Training simulator.

located in the northern suburbs of the Twin Cities, with quick access to both Minneapolis and St. Paul.

Key Air Twin Cities offers 100LL and Jet A fuel, aircraft maintenance, hangar space, Hertz car rental, an executive terminal and office space, and aircraft management and storage. Michael Lawrence is operations manager.

Key Air has operations also in New York, Boston, Palm Beach and Los Angeles.

For additional information about Key Air Twin Cities call 888.KEYAIR.2 or 763-780-2802 (www.KeyAir.com). □

Cirrus Closer To Shedding Debt

DULUTH, MINN. – According to Business North – The Daily Briefing, Cirrus Aircraft is closer to shedding debt.

Cirrus owes the City of Duluth \$187,500 on a lease for the airline maintenance base facility previously vacated by Northwest Airlines when it closed its Airbus facility at Duluth International Airport. The Duluth Economic Development Authority (DEDA) Commissioners voted unanimously to forgive the debt, pending city council approval. A clause in the accord requires Cirrus to remain and expand in Duluth, although it does not outline specific measures to gauge compliance. □



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Weber Aviation Insurance Now Writing All Lines of Aviation Insurance

MINNEAPOLIS, MINN. – Weber Aviation Insurance with offices at Flying Cloud Airport in Eden Prairie, Minnesota, was established on January 1, 2010 by well-known aviation insurance professional, John Weber of Minneapolis, Minn.



John Weber

John Weber has been in the aviation insurance business since

1981, and his father before that. He has worked for other aviation insurance agencies until 2009, when he decided to go on his own.

Weber has served on the board of directors of the Minnesota Aviation Trades Association, and has been a director with the National Agricultural Aviation Association since 1994.

Weber will be writing insurance for all lines of aviation, specializing in, but not limited to corporate, fixed wing, helicopters, jets, pistons, turbo props, airports, fixed base operators, and aerial applicators.

Prior to establishing Weber Aviation Insurance, John Weber worked for NationAir Aviation Insurance, Aviation Underwriting Specialists, and Weber & Bauer, Inc., an agency cofounded by John Weber. Weber has been a private pilot since 1981, and is married with two sons.

For additional information, insurance quotes and service, contact John Weber at Weber Aviation Insurance: 952-426-0143, email: john@weberaviationins.com.

Weber Aviation Insurance is located at Flying Cloud Airport, 14701 Pioneer Trail, Eden Prairie, Minnesota 55347. □

Minnesota Does It Again... Hall of Fame Inducts Aviation's Finest!

BLOOMINGTON, MINN. – Each year since 1989, the Minnesota Aviation Hall of Fame (MAHF) inducts pilots and others, who have either made a personal contribution to aviation, accomplished something in aviation truly great, or have a colorful aviation background. The organization is a vehicle for putting their names and careers before the public so they may become familiar with them for recognition purposes, and to place aviation in a favorable light. Some names are already widely known, because of world-renown accomplishments such as those of Charles A. Lindbergh, or because they have had major airports named



Dick Phillips

Gary Schmidt (right) of the Metropolitan Airports Commission presented the Minnesota Hall of Fame plaque to his father, Claude C. Schmidt (left), inductee.

in their honor, such as Ernest Groves Wold and Cyrus Foss Chamberlain (i.e. Wold Chamberlain Field, now Minneapolis-St. Paul International Airport). Many others are known only within aviation circles, or remembered by tales passed on by family members. One hundred and forty-nine (149) men and women have been inducted to date.

Persons inducted April 24, 2010, at ceremonies held at the Ramada Mall of America/Thunderbird Hotel, included the following:

The late Major Scott D. Anderson of Duluth, Minnesota, who flew F-16s with the Minnesota Air National Guard, and was a test pilot with Cirrus Design Corporation where he gave his life testing the first production model aircraft;

Stunt pilot and barnstormer, the late Danny Fowlie of Minneapolis, who flew with the "Flying Aces Air Circus" in the 1930s;

The late Raymond G. Glumack of Marble, Minnesota, who following service in the U.S. Navy as a floatplane pilot during World War II, was elected executive director of the Metropolitan Airports Commission (MAC) in 1975, and later appointed chairman;

Clarence M. Hines of Minneapolis, who gained notoriety as a sailplane

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Dick Phillips

(L/R) Family of the late Raymond G. Glumack (1918-98); family of the late Danny Fowlie (1915-46); family of the late Dennis R. Scanlan, Jr. (1914-93); Clarence M. Hines, inductee; and Arthur C. Tomes, inductee.



Max Haines

The late Major Scott D. Anderson (1965-99) was inducted into the Minnesota Aviation Hall of Fame (MAHF). Accepting the plaque from MAHF chairman Thomas Schellinger on behalf of Anderson was his son Evan, and widow Laurie Anderson. Anderson was killed while testing an aircraft parachute system for Cirrus Design, which have been deployed 17 times since, and saved 35 lives. During the program, the MAHF awarded a scholarship in Anderson's name to Oliver Paul Henderson of Eden Prairie, who will be attending the University of North Dakota for aviation studies.

tow pilot and instructor at Stanton Airport in Northfield;

The late Dennis R. Scanlan, Jr. of St. Paul, who became a partner in the fixed base operation "Northwestern Aeronautical Corporation" at St. Paul Downtown Airport, and an aviation philanthropist, including sponsoring both the Minnesota Aviation Hall of Fame and the Minnesota Aviation History book;

Claude C. Schmidt of Hibbing, Minn., an "ace" Hellcat carrier pilot during World War II, who was named the director of environment and noise abatement, and later director of operations, as well as interim executive director with the Metropolitan Airports Commission;

Arthur C. Tomes of Virginia, Minn., a B-29 pilot during World War II, who later started the fixed base operation "Northeast Airways" in Virginia, Minn., and became a corporate pilot.

Anne Billingsley Kerr, a flight attendant for Northwest Airlines in the 1950s, whose book entitled "Fujiyama Trays & Oshibori Towels" was awarded "Best Aviation Writing by a Minnesotan." The book is a personal recounting of those experiences flying onboard the Boeing Stratocruisers and Lockheed Electras of the time.

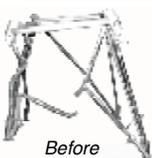
The Minnesota Aviation Hall of Fame was established in 1988 at the

suggestion of members of the Minnesota Office of Aeronautics, whose intention at the time was to create a Minnesota Aviation Museum, as well as a Hall of Fame.

Minnesota aviation history has been recorded in a book entitled

"Minnesota Aviation History, 1857-1945," by Noel E. Allard and Gerald N. Sandvick. (www.mnaviationhalloffame.org)

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JUNE 2010

- 5-6* **MANITOWOC (MTW), Wis.** - Thunder on the Lakeshore Airshow. Gates open 8am with Airshow starting 1pm. www.ThunderOnTheLakeshore.com
- 11-13 **MILWAUKEE, Wis.** - Milwaukee Air & Water Show at Milwaukee Lakefront. www.milwaukeeairshow.com

Fly-In / Float-In Breakfast & Airshow



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- 12* **SUPERIOR (SUW), Wis.** - New terminal dedication 9am-2pm Pancake Breakfast & BBQ Lunch. www.eaa272.org
- 12* **ALEXANDRIA (AXN), MINN.** - Belgian Waffles 8am-Noon. Hangar Dance 7-11pm (Doors Open 6pm) at Chandler Field. www.dchsmn.org
- 12* **VALPARAISO (VPZ), IND.** - Air Rally 10am. Call 219-464-0132 to sign up.

12* **Mt. MORRIS (C55), ILL.** - YesterYear Fly-In Breakfast 7-11am. Lunch 11:30am-?? at the Ogle County Airport. 815-732-7268. glenlorr@verizon.net

12* **CHARITON (CNC), IOWA** - Breakfast 8am-Noon. 641-774-4059

13 **PORT HURON (PHN), MICH.** - Pancake Breakfast 7-11am. at St. Clair County Int'l Airport. 810-364-6890.

13 **FLUSHING (3DA), MICH.** - Breakfast 7:30-11:30am at the Daltons Airport. 810-201-6882.

13* **MASON (TEW), MICH.** - Pancake Breakfast 7am-Noon at Mason Jewett Field

- Airport.
- 13 **MANDAN (Y19), N.D.** - Breakfast 8-11am in conjunction with the Buggies-n-Blues Festival. 701-527-1950.
- 13 **WATERTOWN (RYV), Wis.** - Pancake Breakfast & Airport Open House. (920) 261-4567.
- 13 **MONTEVIDEO (MVE), MINN.** - Breakfast & Classic Car Show 8am-Noon. montear@gmail.com 320-269-4829.
- 13* **ALBERT LEA (AEL), MINN.** - Breakfast 7am-12:30pm. 507-383-1878.
- 13* **PRINCETON (PNM), MINN.** - Pancake Breakfast 8am-???
- 13* **RUSH CITY, MINN.** - Pancakes, Eggs & Sausage Breakfast 8-Noon. Lunch begins at 11am. Car/Antique Tractor Show. 320-358-4743.
- 13* **RHINELANDER (RHI), Wis.** - Pancake Breakfast 8am-Noon. 715-369-1304.
- 13* **SPENCER (SPW), IOWA** - Breakfast (7am) & Airshow (10:30am) at the Northwest Iowa Regional Airport. 712-262-1000.
- 14* **LAKE IN THE HILLS, ILL.** - Southern Illinois University (SIUC) Aviation Scholarship Golf Scramble at the Boulder Ridge Country Club. Info Dr. David NewMyer, dnewmyer@aviation.siu.edu; 618-453-8898. www.aviation.siu.edu
- 15* **VALPARAISO (VPZ), IND.** - FAAST-FAA Safety Seminar 7pm. Contact 219-464-0132 to reserve your seat.
- 17-19 **MASON CITY (MCW), IA** - American Barnstormers Tour 10am-6pm. www.americanbarnstormerstour.com
- 18* **EPHRAIM-FISH CREEK (3D2), Wis.** - Pizza Friday 11:30am-1:30pm. grizzzz_2@yahoo.com
- 18-20* **GAYLORD (GLR), MICH.** - Wings Over Gaylord. 18th Swing Band. 19th & 20th Airshow Noon-3pm. Camping is permitted. 989-448-8369. wingsovergaylord.org
- 19* **WADENA (ADC), MINN.** - Wings & Wheels Over Wadena. 8am-1pm. 218-639-4769.
- 19* **MOOSE LAKE, MINN.** - Breakfast 7:30-11am. 218-485-4441.
- 19* **WAUTOMA (Y50), Wis.** - Chicken & Beans 10am-2pm. 920-229-1560.
- 19* **LA CROSSE (LSE), Wis.** - Freedom Fest - Airshow at Noon. Concert with 3 Dog Night, REO & Reminders. 317-8535. www.airfest.com
- 19* **BEULAH (95D), N.D.** - Breakfast. 701-873-2259.
- 19* **KEOSAUQUA (6K9), IOWA** - Breakfast 6-10am. 800-868-7822 / 319-293-7111.
- 19* **POPLAR GROVE (C77), ILL.** - Dogs & Brats Fly-In 11:30am-1:30pm.
- 20 **ANN ARBOR (ARB), MICH.** - Breakfast 8am-? west of the control tower. 734-429-2992.
- 20 **GRAND HAVEN (3GM), MICH.** - Pancake Breakfast 7am-Noon along with Antique/Muscle Car Show & other activities.
- 20 **TAYLORVILLE (TAZ), ILL.** - Breakfast



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- 7-11am. 217-824-9313.
- 20 **STANTON (SYN), MINN.** - Breakfast 8am-Noon. 507-645-4030.
- 20 **BUFFALO, MINN.** - Breakfast 8am-Noon. 763-682-1516. Pilots eat free.
- 20 **DODGE CENTER (TOB), MINN.** - Pancake Breakfast 7am-Noon. 507-266-8572.
- 20* **EASTPORT (59M), MICH.** - Father's Day Fly-In at Torchport Airpark 8am-Noon. info@torchport.com
- 20* **CANBY (CNB), MINN.** - Dads Belgium Waffles 7:30am-Noon & Burger Feed 11am-2pm. Airshow 1pm (closing airspace at 1pm). 507-829-9608.
- 20* **BARABOO (DLL), WIS.** - Pancake Breakfast 9am-2pm. 608-356-8650.
- 20* **EAGLE RIVER (EGV), WIS.** - Pancake Breakfast. & Flea Market 8am-3pm. 715-479-7442.
- 20* **PALMYRA (88C), WIS.** - Father's Day Fly-In 7am-Noon. 262-495-4342.
- 20* **MINERAL POINT (MRJ), WIS.** - Pancake Breakfast at Iowa County Airport 7am-12:30pm. 608-553-7571 / 987-9931.
- 20* **MAQUOKETA (OQW), IOWA** - Breakfast 7am-1pm. 563-652-6517.
- 20* **HARLAN (HNR), IOWA** - Breakfast 7-11am. 712-744-3366.
- 20* **EAGLE GROVE (EAG), IOWA** - Breakfast 7am-3pm. 515-851-8031.
- 20* **GARRISON (D05), N.D.** - Breakfast. 701-337-6294.
- 20* **QUINCY (UIN), ILL.** - Breakfast 7-11am.
- 20-22 **TEA (Y14), S.D.** - American Barnstormers Tour 10am-6pm at the Marv Skie-Lincoln County Airport. www.americanbarnstormerstour.com
- 24-26 **ABERDEEN (ABR), S.D.** - American Barnstormers Tour 10am-6pm. www.americanbarnstormerstour.com
- 24-27 **NEW LONDON, WIS.** - Annual Fly-In at Marks Park & Airfield. 608-289-9144. www.marksparkandairfield.com
- 25-26* **MEDFORD (MDZ), WIS.** - Project Lifesaver Fly-In. 25th Food starting at 5pm. Live Music 6pm. Airshow by Michael Love Yak 52 7pm. Camping. 26th Balloon Launch, Pancake Breakfast. 715-748-0688.
- 25-27 **MARSHALL (RMY), MICH.** - Wings & Wires 2010 first annual biplane fly-in at Brooks Field. Saturday night bonfire & movie. 269-580-0558.
- 25-27 **BARABOO, WIS.** - Baraboo-Dells Air Show. www.baraboodellssairshow.com
- 25-27* **WAUKESHA (UES), WIS.** - Wings Over Waukesha 75th Anniversaries of the Airport & the B-17 Bomber 9am-6pm. 262-521-5250. wingsoverwaukesha.com
- 26 **MIDLAND (IKW), MICH.** - Pancake Breakfast at Barstow Airport 7-11am. 989-835-3231.
- 26 **GLADWIN (MI1), MICH.** - Breakfast 7:30-11:30am at Sugar Springs Airport. 586-415-7266.
- 26* **STURGIS (IRS), MICH.** - Pancake Breakfast 7-11am.
- 26* **INDIANAPOLIS, IND.** - Midwest Taildraggers' Fly-In 8:30am-2pm. Door prizes & Luncheon.
- 26* **NEW RICHMOND (RNH), WIS.** - Burgers, Brats & Refreshments 11am-2pm.
- 26* **CRESTON (CSQ), IOWA** - Open House 7-11am. 641-782-2383.
- 26* **HAVANA (910), ILL.** - Old-Fashioned Fly-In Pancake Breakfast 6:30am-Noon.
- 26* **HAZEN (HZE), N.D.** - Breakfast at Mercer County Regional Airport. 701-748-2550.
- 26-27 **ST. CLOUD, MINN.** - "The Great Minnesota Air Show" featuring the Blue Angels. www.TheGreatMinnesotaAirShow.com
- 26-27* **WALWORTH (7V3), WIS.** - Big Foot Airfield Fly-In & Pancake Breakfast 7am-1pm. 262-275-2679.
- 26-27* **QUAD CITY, IOWA** - Airshow at Davenport Municipal Airport. 563-285-7469. www.quadcitairshow.com
- 27 **NILES (3TR), MICH.** - Breakfast EAA hangar on the east side 7am-Noon. 574-339-9991.
- 27 **SANDUSKY (Y83), MICH.** - Dawn Patrol in association with the Thumb Festival 7am-Noon. 810-414-3009.
- 27 **CALEDONIA (CHU), MINN.** - Fly-In at the Houston County Airport. 507-450-2095.
- 27 **FAIRMONT (FRM), MINN.** - Breakfast 7-11am. 507-236-3604.
- 27* **AITKIN (AIT), MINN.** - Fly-In Classic Car Show 7am-3pm. Wildrice Pancake Breakfast & Brat & Burger Lunch. 218-839-0390. capaeo@yahoo.com
- 27* **RIO (94C), WIS.** - Pancake Breakfast 7am-Noon. rmoser@chartermi.net 847-736-4603.
- 27* **FAIRMONT (FRM), MINN.** - Pancake Breakfast 7-11am. 507-236-3604.
- 27* **STRUM (3WV9), WIS.** - Pancake Breakfast at Brion Field 8am-Noon. 715-533-5014.
- 27* **SPRINGFIELD, MINN.** - Pancake Breakfast 7am-Noon.
- 27* **WELLS (68Y), MINN.** - Pancake, French Toast, Eggs & Sausage Breakfast 7am-Noon.
- 27* **PENDER (0C4), NEBR.** - Breakfast 8am-Noon. 402-380-9882.
- 27* **MARION (C17), IOWA** - Breakfast 6am-Noon. 319-377-9437.
- 27-29 **BISMARCK (BIS), N.D.** - American Barnstormers Tour 10am-6pm. www.americanbarnstormerstour.com
- 28 **NEW RICHMOND (RNH), WIS.** - Burgers & Brats 11am-2pm.
- 30-7/2 **JAMESTOWN (JMS), N.D.** - American Barnstormers Tour 10am-6pm. www.americanbarnstormerstour.com
- JULY 2010**
- 1-1/2 **JAMESTOWN (JMS), N.D.** - American Barnstormers Tour 10am-6pm. www.americanbarnstormerstour.com
- 2-3 **PHILLIPS, WIS.** - Price County Airport & Harbor View (on Long Lake) FRI. 7pm air show; 9pm live music at Harbor View. SAT. 8am-noon - Breakfast by the AMVETS; 8:30am Breakfast Buffet at Harbor View; 10am air show; planes on display & plane rides; admission is free. 5pm - 2 am Lake, Rattle & Roll (3 bands) at Harbor View. 715-339-3701 / 2626
- 3 **WATERLIET (40C), MICH.** - Pancake Breakfast 7am-Noon. 269-876-4921.
- 3 **HOUGHTON LAKE (5Y2), MICH.** - Brats & Dogs 10am-4pm. Rain date 4th. 989-578-2005.
- 3 **AUSTIN, MINN.** - Breakfast 7am-1pm. 507-433-7115 or 507-433-1813.
- 3* **RIO CREEK (I28), WIS.** - Breakfast, Food, Polka Band, Hangar Dance, Silent Auction 7:30am-5pm. 920-837-7777. www.riocreekairport.com
- 3* **TRAVERSE CITY (TVC), MICH.** - Pancake Breakfast at Cherry Capital Airport 7:30-11:30am.
- 3-5 **ALEXANDRIA (AXN), MINN.** - American Barnstormers Tour 10am-6pm at the Chandler Field Airport. www.americanbarnstormerstour.com
- 4* **MT. MORRIS (C55), ILL.** - Breakfast 7am-Noon at Ogle County Airport. 815-732-7268. glenlorr@verizon.net
- 4* **MANITOWISH WATERS (D25), WIS.** - 4th Celebration at Community Center

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- 9am-10pm. www.manitowishwaters.org
715-543-8488.
- 4* **CORNING (CRZ), IOWA** - Breakfast 6-10am. 641-322-3243.
- 4* **IOWA FALLS (IFA), IOWA** - Flight Breakfast & Annual River Bend Rally 7-11am. 641-648-3191.
- 8-11* **WAUSAU (AUW), Wis.** - Balloon Rally & Glow / Big Bull Falls BBQ Ribfest. 715-843-0748. info@wausauareaevents.org. wausauareaevents.org/events/balloonglow.cfm
- 9-11* **KANKAKEE (IKK), ILL.** - Fly-In & Just Plane Fun. Food & Camping. 815-529-3000. www.theultraflightplace.com
- 10 **HIBING (HIB), MINN.** - Mines & Pines Breakfast 8am-1pm. 218-262-6377.
- 10 **LARCHWOOD (2VA), IOWA** - Zangger Pork Supper activities starting at 2:00pm, supper between 5:00pm and 7:00pm. www.zanggervintageairpark.com
- 10* **STURTEVANT (C89), Wis.** - Grand Opening Aeris Aviation at Sylvania Airport 8am-6pm. 847-917-3209.
- 10* **WEST BEND (ETB), Wis.** - Breakfast 7-10am. eaa1158.org. 262-338-8411.
- 10* **MENOMONIE (LUM), Wis.** - Pancake Breakfast & Grand Opening of New Terminal. 715-255-0027.
- 10* **ST. PAUL, MINN.** - Classic Car, Airplane & Motorcycle Event at the Minnesota Air Guard Museum. 612-713-2523. www.mnangmuseum.org
- 10-11 **MARSHALL, MINN.** - Tentative Air Show by Airshow Aces. www.discovermarshall.com
- 11 **MIDDLETON (C29), Wis.** - Breakfast 7:30am-Noon at Morey Airport (rain or shine. 608-836-1711.
- 11 **HAYWARD (HYR), Wis.** - Pancake Breakfast 8am-1pm. 715-634-2801.
- 11* **HINCKLEY (04W), MINN.** - Airshow & Breakfast 7:30am-1pm. 320-384-6667. fieldofdreamsairport.com
- 11* **HASTINGS (9D9), Mich.** - Breakfast 7-11am Brad@kem-tron.com. 248-761-5615.
- 11* **GRANTSBURG (GTG), Wis.** - Breakfast 7am-Noon. 715-463-4332.
- 17* **WASHINGTON ISLAND (2P2), Wis.** - White Fish Boil 11am-?? (Rain Date 18).
- 941-355-2434 (before 6/1).
920-847-2770 (after 6/1).
- 17* **ASHLAND (ASX), Wis.** - Pancake Breakfast & Brats & Burgers Lunch 8am-4pm. 715-682-7070.
- 17* **MANITOWISH WATERS (D25), Wis.** - Taste of Manitowish Waters 11am-2pm. Other events 9am-8pm. manitowishwaters.org
- 17* **SIBLEY (ISB), IOWA** - Breakfast 8am-1pm. 712-754-3212.
- 17* **POPLAR GROVE (C77), ILL.** - Dogs & Brats Fly-In 11:30am-1:30pm.
- 17* **BIG RAPIDS (RQB), Mich.** - AirFest 2010 at Roben-Hood Airport. 231-796-5600.
- 17-18 **DULUTH, MINN.** - Duluth Air Show featuring the Thunderbirds & Tora Tora Tora. duluthairshow.com
- 17-18* **EDEN PRAIRIE (FCM), MINN.** - AirExpo at Flying Cloud Airport featuring heroes & legends. 17th Evening With The Eagles Dinner at the Bloomington Sheraton Hotel Dinner at 6pm. www.airexpo-mn.org
- 18 **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am. 217-824-9313.
- 18 **PRESTON (FKA), MINN.** - Omelet Breakfast 7am-12:30pm. at the Fillmore County Airport. 507-765-2582.
- 18* **HALLOCK (HCO), MINN.** - Breakfast 7:30am-1pm. 218-843-1059.
- 18* **BENSON (BBB), MINN.** - Pancake & sausage flight breakfast 7am-1pm. 320-226-3237.
- 18* **FOREST CITY (FXY), IOWA** - Pancake Breakfast 7am-Noon. 641-581-2880.
- 18* **MONTICELLO (MXO), IOWA** - Breakfast 7am-12:30pm. 319-465-5488.
- 18* **MCVILLE (8M6), N.D.** - Breakfast 7-10:30am. 701-322-5585 / 322-4473.
- 21-25 **KEOKUK, IOWA** - L-Bird Convention & Fly-In. Breakfast on the 24th. All pilots & Aircraft Enthusiasts Welcome! www.lindneraviation.com 319-524-6203.
- 23-26 **PORT HURON (PHN), Mich.** - Oshkosh Oasis, food & refreshments at St. Clair County Int'l Airport 10am-5pm. 810-364-6890.
- 24* **SIREN (RZN), Wis.** - Pancake Breakfast at Burnett County Airport 6:30-11am. 715-349-7076.
- the Alexis Park Inn (adjacent to airport). www.alexisparkinn.com/iowa_city_pool_party.htm
- 24* **NORTHWOOD (4V4), N.D.** - Old-Fashioned Fly-In Breakfast 7-10:30am in conjunction with 125th Celebration of Northwood (22-25). 218-779-2928.
- 24-25* **SHIOCTON (W34), Wis.** - 24th Brats & Burgers, Band 8pm-Midnight. 25th - Potato Pancakes & Porkie Breakfast 7-11am.
- 24-25* **GREENWOOD/WONDER LAKE (10C), ILL.** - Pancake Breakfast 7am-Noon at Galt Field Airport.
- 26-8/1 **OSHKOSH (OSH), Wis.** - EAA AirVenture at Wittman Regional Airport. 920-426-4800. www.airventure.org
- 31* **SHAWANO (3W0), Wis.** - Fly-Out & Car Show 8am-2pm. Breakfast; Cars, Trucks, & Tractors Show. 715-881-0410.
- 31* **MADISON, Wis.** - 1940s Style Hangar Dance at Wisconsin Aviation, Dane County Regional Airport. Music by "Ladies Must Swing." 608-698-8944. ladiesmustswing@yahoo.com.

AUGUST 2010

- 1 **OSHKOSH (OSH), Wis.** - EAA AirVenture at Wittman Regional Airport. 920-426-4800. www.airventure.org
- 1* **LONGVILLE (XVG), MINN.** - Pancake Breakfast 8am-Noon. 218-363-3267.
- 7 **ESCANABA (ESC), Mich.** - Pig Roast 11am-6pm at Delta County Airport. 906-786-4902.
- 7 **SANDUSKY (Y83), Mich.** - Dawn Patrol in conjunction with the Sandusky Car Show 7am-Noon. 810-414-3009.
- 7* **ELBOW LAKE (Y63), MINN.** - Ribeye Steak Sandwich Meal 9am-1pm. In conjunction with Flekkefest Celebration. 218-685-6594.
- 7* **WEST BEND (ETB), Wis.** - Breakfast 7-10am. 262-338-8411.
- 7* **NEW HOLSTEIN (8D1), Wis.** - Wheels & Wings Fly-In Breakfast & Lunch 7am-4pm. 920-203-1569.
- 7-8 **YPSILANTI (YIP), Mich.** - Thunder Over Michigan Air Show. 9am-5pm. www.yankeeairmuseum.org/airshow
- 7-8* **MILACA (18Y), MINN.** - "Tribute to Veterans" - 7th Skydiving Demo & etc. Under Wing Camping. 8th - Breakfast 7am-Noon. 320-492-8246 or 320-266-3822.
- 8 **CHETEK (Y23), Wis.** - BBQ Chicken Fly-In 10:30am-3pm. Aircraft & Car Display. 715-456-8415.
- 8* **LA CROSSE (LSE), Wis.** - Belgian Waffle Breakfast 7-11:30am.
- 8* **RED WING (RGK), MINN.** - Breakfast 8am-Noon. 715-594-3999.
- 21 **CAMP DOUGLAS (VOLK FIELD), Wis.** - Fly-In Open House Pancake Breakfast with IFR/VFR & Maintenance Seminars Sponsored by WisDOT Bureau of Aeronautics 608-427-1899. Pilots Flying In Need to Pre-Register 800-972-8673.

- 24* **LAND O' LAKES (LNL), Wis.** - Pancake Breakfast 7-10am. Brats, Burgers & Craft/Flee Market 10am-4pm. 715-547-3337.
- 24* **IOWA CITY (IOW), IOWA** - Annual Fly-In Pool Party 3pm-?? at

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Arriving To Oshkosh By Air

by Robbie Culver

Arriving into EAA AirVenture, Oshkosh, Wisconsin, is always an adventure. For those that fly in, the experience can alternate between thrilling, terrifying, and exhilarating – sometimes all in the same instant. When they say it's "the busiest airport in the world," they mean it.

The arrival begins long before you climb into the cockpit and fire up – reading and understanding the NOTAM is crucial to safely arriving at Oshkosh. Once in the air, getting to the town of "Ripon," Wisconsin, is the first part of the journey; from there, the fun begins.

My personal choice was to arrive at Ripon as close to the opening bell as possible, that being 7 a.m. on Monday.

With visibility being just less than 10 miles, the flight up required some serious head turning to avoid bending metal, but Ripon appeared

soon enough out of the mist. And predictably, so did the traffic – like a swarm of black bees against the horizon, a Light Sport and a flight of four RVs appeared.

Maneuvering to enter the arrival corridor over the railroad tracks required some effort, but eventually all of us lined up and followed the railroad tracks northeast towards our next checkpoint, "Fisk." Both Ripon and Fisk are GPS waypoints, which is a vast improvement over years past when everyone flying in programmed their own coordinates with predictable results.

Part of the arrival procedure involves approaching Fisk at a 1/2-mile interval, at 1800 feet MSL, and 90 knots – mixing a Light Sport Aircraft (LSA), a flight of four RVs, and a Piper Cherokee proved entertaining to the controllers at Fisk, who soon sorted the RVs off to one side and the Light



EAA Photo by Dave Higdon

Sport Aircraft to another. We followed the LSAs towards Runway 9, while the RVs broke right and headed for Runway 18.

And then – like a shining, glimmering vision of paradise – the "North 40" appeared ahead of the Cherokee. An endless sea of aircraft shimmered in the morning sun, row upon row of general aviation aircraft on each side of Runway 9/27. Touching down on the numbers, and immediately pulling off into the grass, we arrived at EAA AirVenture – a bit more tired than we were just before Ripon – but happy to be safe and sound in Oshkosh. □

MANUFACTURING

Schweiss Forms Alliance With European Partner

FAIRFAX, MINN. – In a forward-looking and global economy business decision, Schweiss Manufacturing, a Fairfax, Minnesota firm recognized as the North America leader in bi-fold and hydraulic doors, announced a strategic collaboration with Strojkov Engineering and AveoEngineering companies in Central Europe.

Mike Schweiss views incredible opportunity for both firms: "The last 6 months we have seen intensive

collaborative engineering and development work on the exciting MasterCommand™ control and safety system that is a paradigm shifting advance for the door industry."

Strojkov Engineering (www.strojkovengineering.com) is the leading design engineering firm in Central Europe, with a decade of advanced engineering design and development support to world-leading multi-national firms. It also offers extensive manufacturing capabilities to its clients with its excellent production facilities and experienced team.

AveoEngineering (www.aveoengineering.com) is a leading electronics products development and production company that specializes in the aviation, marine and safety markets.

European contractor, Christian Nielsen, built an airpark at the regional airport outside of Prague, Czech Republic, and designed and built 43 hangars, all fitted with Schweiss doors, 40 to 65 feet.

For more info call Schweiss Doors: 800-746-8273. (www.schweissbifold.com). □

WRAPUPS

LETTERS FROM PAGE 13

Runway and the Fairchild Fan Club News. Will try to do better in sending you copies of our various type club publications.

Incidentally, your end(ing) of the Blakesburg article mentioning that I was not related to the Taylor of Wright

brothers fame reminds me that during World War II, the name "Taylor" was the fifth most common name in the United States Army. Other Robert Taylors were in several squadrons I served in.

Sure do invite you down to our 2010 AAA/APM Fly-In. Meanwhile,

our best to you for continued success with *Midwest Flyer Magazine*.

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