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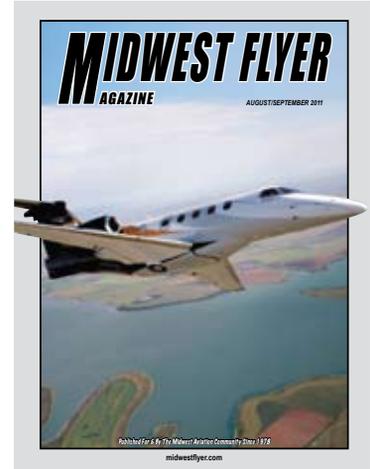


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ON THE COVER: The Embraer Phenom 300. Story on transitioning from a turboprop to a jet in just 14 days beginning on page 10. *Photo Courtesy of Embraer.*



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Jets, Floatplanes & Destinations

by Dave Weiman

Featured in this issue of *Midwest Flyer Magazine* are three jet aircraft – the Embraer “Phenom 300” as featured on the cover; the “HondaJet,” which recently reached a speed of 425 KTAS and a maximum operating altitude of 43,000 feet; and Piper Aircraft’s new single-engine “Altaire.” All three jets are being well received.



Once again, “floatplanes” are in the news. Featured is the Minnesota Seaplane Pilots Safety Seminar & Fly-In held at Madden’s Resort in Brainerd, Minnesota, in May; the Price County, Wisconsin fly-in, float-in and air show held each year on the Fourth of July weekend; “Bradford Camps” on Munsungan Lake in northern Maine; and Duluth-Sky Harbor Airport in Duluth, Minnesota. If you are looking for destinations to fly to, there’s four right there, but there are still more destinations featured in this issue.

Richard I. Bong Airport in Superior, Wisconsin, is where you need to fly to visit the “Richard I. Bong Veterans Historical Center” located nearby, and to dine at the “Upper Deck Restaurant & Lounge,” located at the airport.

Abraham Lincoln Capital Airport in Springfield, Illinois, is your gateway to visiting a number of historical sites associated with our 16th President. And when you arrive at the airport, dine at the “Subway Restaurant” located in the main terminal building.

Columns in this issue cover the gamut! Bill Blake in his “AOPA Great Lakes Regional Report” announces that Michigan Governor Rick Snyder has appointed GA pilots to the Michigan Aeronautics Commission... Attorney Greg Reigel discusses why an air ambulance operator was fined by the U.S. Department of Transportation for calling someone else’s helicopter its own in “Aviation Law”... CFII Harold Green discusses VFR navigational situational awareness in “Flight Tips”... CFII Gustav Ryberg discusses the iPad computer and ForeFlight program as powerful tools inflight and in the office in “Flight Training”... AOPA President Craig Fuller discusses why you should be at AOPA’s Aviation Summit in “From AOPA Headquarters”... EAA President Rod Hightower discusses why working together in the aviation community is more important than ever in “From EAA Headquarters”... CFII Jim Hanson shares with us his view on what we can do nationally to recruit and retain pilots in his “Guest Editorial”... Dr. John Beasley discusses the lighter side of depression in “High On Health”... CFII Michael Kaufman shares his knowledge and experience operating a number of autopilots and tells us which are his favorites and why in “Instrument Flight”... MNDOT Office of Aeronautics Director Christopher Roy discusses why adopting your airport is in your best interest in the “Minnesota Aeronautics Bulletin”... Ed Leineweber reports on the operation and maintenance concerns of the Rotax 912 Series Engine in “Sport Pilot – Light Sport Aircraft”... and Jeffery Taylor announces that the new Wisconsin Airport Directory & Pilot’s Guide is hot off the presses in the “Wisconsin Aeronautics Report.”

All this and more in this issue of *Midwest Flyer Magazine!* □



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DEADLINE	ISSUE
November 1	December - January
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September 1	October - November

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LETTERS

Dave:

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Three years ago I moved here and 50% of the hangars were empty. We now have *doubled* our based aircraft population from 15 to 30. One year ago we set the goal of adding five (5) pilots per year to our area. We surpassed that. We have now added 12 local pilots and one instrument rated pilot.

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EDITOR'S RESPONSE:

Congratulations, Randy, and thank you for your efforts! Don't be surprised if others in the aviation community contact you for ideas on how you grew your local pilot population.

DW

Dave:

Thanks for the great article in *Midwest Flyer Magazine* (on Tanis Aircraft Products establishing an office at Flying Cloud Airport in the Twin Cities). What made it even more fun for us was that *Midwest Flyer Magazine* is the first magazine not only to arrive at our new address, but to arrive with your article announcing it! Your work is very much appreciated; getting to know you is a pleasure.

Thanks again!

Dirk Ellis

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Dave:

I very much enjoyed Ed's (Leineweber) story on Bill Rewey. Bill is a fantastic fellow, giving me my first ride in a Pietenpol. I have about two years to go to finish (building) mine. I would like to share Ed's article with my fellow "Pieters" on the Matronics list. Would this be possible? I would certainly credit Ed and your excellent magazine.

Thanks!

Jack Textor - Des Moines, Iowa

EDITOR'S RESPONSE: Glad you enjoyed the article, Jack. We will be happy to cooperate with you so other "Pieters" can enjoy the article, as well.

DW

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From Single-Engine Turboprop To Jet In 14 Days!



Embraer Phenom 300

by Guilherme Schmidt

Over the past 3 years I have been flying a Daher-Socata TBM 850, which is a fantastic airplane in many ways. For the pilot it has the feel of a sport car, very good payload, good range and is extremely reliable – a pilot’s dream. But there are business needs, and mission needs, and I needed a plane with longer range and greater payload. The only choices available were a Piaggio or a turbo fan aircraft.

After much searching, I settled for an Embraer Phenom 300. It has the characteristics that meet my mission profile...particularly a near 2,000 nm range, and the capacity to carry eight passengers, plus the pilot. The 300 is the most economical aircraft to operate in its category, and the manufacturer is well established. But it is a brand new design. This meant a learning curve for everybody. But when putting it all together, the Phenom 300 made sense for my needs.

Well now that it was decided which plane to upgrade to, there was another obstacle. My multiengine hours could be

counted on your fingers, and I had zero jet engine time. So I needed to learn how to fly the plane.

A month prior to delivery, I went to CAE Simuflite in Dallas. The Phenom 300 simulator had just been certified, and I was part of the first ground school class for the aircraft. When I looked around me, all I saw were professional pilots; I was the only owner pilot. There were a total of four people in our class. Coincidentally, all of us were from Minnesota.

The instructors looked at me and assured me they would get me through the hoops for the type rating. I was less sure of it. One of the options was if unable to qualify for a Pilot-In-Command (PIC) type rating for the plane, I could get a Second-In-Command (SIC) type rating.

The Simuflite course was organized in a way that there was a significant amount of preparatory work one had to do before arriving for class. They call it WBT or Web Based Training. There were several hours of web-based lessons covering everything from high-altitude flying to high-speed flying, and aircraft systems. The course in Dallas consisted of 14 days with a one-day break, 8 hours a day; intensive to say the least.

The first week was entirely ground school. We covered every single system on the airplane from soup to nuts. It was well structured, and I definitely learned a lot. We also covered all the limitations of the plane, spent time playing with the G1000 desktop simulator so that we all learned how to operate this highly capable system, and finally spent a great deal of time going over flows on the cockpit, and memorizing the “memory items” of the airplane. These are emergency actions that the pilot has to perform from memory before referring to a checklist, and are part of the oral examination in a checkride.

I do not have a very good memory, and fortunately the

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Phenom 300 Interior.



Phenom 300 Cockpit.



(L/R) Fellow pilot Paul Thomas with new Embraer Phenom 300 owner/pilot Guilherme Schmidt, in the simulator at CAE Simuflite, Dallas, Texas.

memory items on this airplane were very few. Talking about the checkride, at the end of the course we had to pass a checkride with a Designated Pilot Examiner (DPE) in the simulator, flown to Airline Transport Pilot (ATP) standards to get the type rating. For me it would be a dual checkride. I only had an ATP single-engine pilot certificate, so it would be an ATP for multi-engine, along with a type rating checkride. Intimidating for sure.

At the end of the ground school we had a much-needed one-day break. One cannot underestimate the amount of time outside the classroom that is

necessary for studying all the systems, limitations and memorizing the items. After the break, it was simulator time.

I arrived at the simulator looking forward to the experience. The first day we did takeoffs and landings, and basic maneuvers like steep turns and stalls, and shooting a couple of instrument approaches. The plane is a blast to fly! It accelerates and climbs like a rocket, and I have to worry about a Federal Aviation Regulation (FAR) I never had to worry about before, which is keeping the Indicated Air Speed (IAS) below 250 knots under 10,000 ft. The "pros" just rolled

back their eyes, as if they were saying "obviously."

The other thing to pay attention to is not to exceed the flap speed of 180 knots after takeoff. Once you rotate, the drill is to gear up and at an obstacle clearance altitude of usually 400 feet, flaps up. The challenge during the first 400 feet is to keep the airspeed below 180 knots. Wow, this thing flies fast!!!

After being comfortable with day one, we progressed onwards,

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and with day two, three and four came single-engine work, high-altitude operations and cold weather operations. Single-engine work is a lot of work, particularly for a single pilot. When the instructor announced we would do single-engine work on that day, I was happy. After all, I had flown all my life single-engine, so this should be no problem! I was sadly mistaken. They cut your engine at the worst possible moment, meaning at V1, and you have to keep the airplane heading within 5 degrees and fight the yaw, rotate it, and fly it at V2 up to a safe altitude, and then after, engage the autopilot and accelerate the airplane, and work on the checklist to try to restart. It is hard work, and the airplane is so powerful that it will require all the leg strength you have. The only way to get it done is to lock your knees and use all your might. During those sessions there were many emergencies from engine fires, to cabin decompression, to electrical

system failures. I can assure you that after four days of hard work, you start feeling better about your ability to fly the airplane.

On the fifth day we went through a mock-up checkride. This was probably the toughest day. I expected to do better than I did, and I struggled a little bit here and there; not a perfect flying day. Nevertheless, I was recommended for the checkride.

On checkride day, I met with an FAA DPE. The oral part of the checkride was as expected – very similar to several of the orals we all have done before. Once you go into the simulator, it is exactly like a full flight checkride. You have to start the engines, taxi for take off, handle all the communications, and the checkride only ends once you taxi back to the ramp, and shut down and secure the plane (i.e. simulator). The visuals of the simulator are outstanding. They even have the ramp marshals when you taxi back in.

I flew a near perfect checkride. The checkride consisted of steep turns, stalls, and engine loss at altitude, followed by a successful restart, a full coupled ILS approach, to a missed approach, then another approach to a circle-to-land at minimums, followed by a full stop, then a takeoff with an engine cut prior to V1, and then an engine fire and engine cut at V1, followed by a single-engine approach to be hand flown, then a missed and go-around on a single engine, followed by a non precision approach. At the end of the simulator session, the weather improves, and there is a VFR departure where you stay in the traffic and do a VFR pattern-to-land. Evidently, there was a flap failure at that point.

It was all very good. I struggled a bit to stay on the airspeed target on the single-engine manually flown approach, but I was within ATP tolerances. Whew, I can't believe I passed with a near-perfect, on-the-money checkride.

CAE Simuflite put on a very good program, and the instructors were very professional. I walked out of the program confident I could fly the airplane safely. I think that if you are current on your IFR flying skills, and if you put the energy and dedication into it, it is very doable. For me at the end of the day the hardest thing was the "airspeed control." Flying a jet you do not have the immediate seat-of-the-pants feedback from prop noise and pitching that a prop airplane has, to give you a sense you are accelerating or slowing down. Airspeed control is probably the most important thing about flying a jet.

Needless to say, I learned a lot, and had a lot of fun. Flying the airplane is a lot easier than the "sim," because everything works most of the time. But the sim teaches a valuable lesson to never let your guard down, and be safe.

EDITOR'S NOTE: Guilherme Schmidt works for an investment firm in the Twin Cities, and bases his Embraer Phenom 300 at Flying Cloud Airport in Eden Prairie, Minnesota. □

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What's A Sikorsky Weekend?

by Jim Bildilli



Anyone remotely familiar with aviation recognizes the name “Sikorsky” as the surname of the individual responsible for the creation and subsequent evolution of the practical helicopter. But did you know that there’s a place where you can go to spend an entire weekend learning about Igor Sikorsky, his inventions and personal collection of photos and memorabilia? It can’t be found at a symposium or at your local aviation museum, but rather deep in the woods of northern Maine at a place called “Bradford Camps.” If you want to drive there, there’s over 50 miles of commercial logging roads from Ashland. It’s much easier and faster and in many respects cheaper to take a floatplane from Millinocket or Presque Isle, Maine.

Bradford Camps was established in 1890 by Wil Atkins and has only had three other owners before being purchased by Igor Sikorsky III and his wife Karen over 15 years ago. Although both Igor and Karen had successful careers, both decided that life would be more rewarding if they cast off the mundane happenings of the urban life and carved out a new venture as the owners of a hunting and fishing lodge located on Munsungan Lake.

Life in the wilderness was a new experience for Karen who grew up near Cleveland, Ohio, but Igor had spent several summers living on Cobb’s Pierce Pond Camps in western Maine.

While you can go to Bradford Camps anytime during the summer months, one weekend in July is set aside as “Sikorsky Weekend.” Guests arrive on Friday between 10:00 AM and 4:00 PM, so they can unpack and enjoy their cabin and the lake throughout the afternoon or perusing through a large collection of books, videos and artifacts of Igor’s grandfather. Immediately following dinner, the first half of a slide show and seminar about the famous inventor is held in the lodge.

Although you can rise at your leisure on Saturday morning, don’t plan on sleeping too late because breakfast is only served until 8:00 AM. After breakfast, the library, videos, artifacts and photos are available for viewing throughout the day. If you are more adventurous, you can choose to do a little fishing or kayaking or take a guided tour of the trails and perhaps do a little moose and wildlife watching. For those more interested in a “birds-eye view” of the area, float plane tours conducted by Igor can be arranged. If you stay in camp, lunch will be provided in the lodge. However, for those opting for the great outdoors, a picnic lunch is provided. The second half of the slide show is shown after supper, along with lectures and a discussion by Igor III, his father and other members of the immediate family.

As with Saturday, you can rise at your leisure Sunday morning, but again, breakfast is only served until 8:00 AM. Guests are welcome to stay through mid-afternoon to enjoy the surroundings, guided trips and the Sikorsky library.

Even though Bradford Camps is located miles from civilization, it offers quite a few creature comforts that one

An advertisement for SEH Inc. The top half features a blue-tinted image of a hand holding a pencil, with the text "80 years of Trusted Solutions and Client Satisfaction." Below this is a horizontal strip of three images: a runway, a modern building, and an airplane. At the bottom, the contact information "800.325.2055 • www.sehinc.com" and "ENGINEERS | ARCHITECTS | PLANNERS | SCIENTISTS" is displayed next to the SEH logo.

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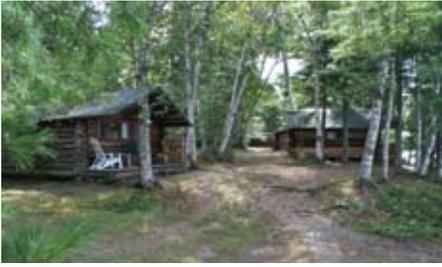
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wouldn't expect in the wilderness. Each cabin has comfortable beds, running water, hot showers and flushing toilets. If it becomes cool in the evening, there's a wood stove in the corner with an ample supply of split firewood. An electrical generator provides power during the day, but at night, all illumination is by kerosene, propane or battery powered lights. All meals are served in the lodge, which also acts as the gathering place for social activities and the library.

Although most items have to be transported to the camp, Karen and

Igor cultivate a significant portion of the food on the premises. With the rather short growing season and competition with wildlife, it sometimes becomes quite a challenge to get a harvest.

For those of you who have access to a floatplane, Bradford Camps is listed as ME3. If you have a GPS, the coordinates are Lat: North 46-23', Long: West 69-00'. Visiting aircraft are advised to monitor 122.85 north of Katahdin Mountain. If you are flying in from the south, you will traverse much of Baxter State Park and Katahdin

Mountain, which is also the northern trail head of the Appalachian Trail.

For those without floats, you can fly to Millinocket Municipal Airport (78B). Jim Strang of Katahdin Air operates a C-206 floatplane service from Spencer Cove SPB (70B) a few miles away. Also available is Northern Maine Regional Airport at Presque Isle (PQI). In all cases, you can contact Igor Sikorsky III to make the necessary arrangements.

The cost for the weekend is \$340/person, double occupancy, which includes all meals, lodging and full use of all facilities including boats, motors and kayaks. Bradford Camp's website (www.bradfordcamps.com) is quite complete and will answer many of your questions. If you plan to contact them by phone, the numbers are listed, but service is not always guaranteed. However, leave a message and either Igor or Karen will return your call or send you an e-mail. □



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Astronaut Inducted Into Iowa Aviation Hall of Fame



Peggy Whitson

GREENFIELD, IOWA – Beaconsfield, Iowa native and astronaut, Peggy Whitson, took her place beside other notable Iowans as a member of the Iowa Aviation Hall of Fame on Saturday, June 18, 2011 at ceremonies at the Iowa Aviation

Museum at Greenfield Airport. Dr. Whitson was honored for her contributions to the space program.

Dr. Whitson has accumulated 377 days in space, the most of any U.S. astronaut and 20th among all space veterans. She has performed a total of six career spacewalks, adding up to 39 hours, 46 minutes – more than any other woman. She is currently serving as chief of the Astronaut Corps, responsible for the mission preparation activities of all Space Shuttle and International Space Station crews and their support personnel. She is the first woman to hold this position.

Colonel George “Bud” Day will be inducted into the Hall of Fame on October 1.

Day is a retired U.S. Air Force Colonel and Command Pilot who

served during the Vietnam War, five years and seven months as a prisoner of war in North Vietnam. He is often cited as being the most decorated U.S. service member since General Douglas MacArthur, having received some 70 decorations, a majority for actions in combat. Day is a recipient of the Medal of Honor, and is the only person ever awarded both the Medal of Honor and the Air Force Cross.

Other persons who have been inducted into the Iowa Aviation Hall of Fame include Eugene Ely, the first person to fly an airplane off the deck of a ship; Clarence Chamberlin, the first person to take a passenger across the Atlantic Ocean; Neta Snook Southern, the person who taught Amelia Earhart to fly; and Walter Cunningham, the first astronaut from Iowa.

For more information, contact the Iowa Aviation Museum at 641-343-7184 or email aviation@iowatelecom.net. □

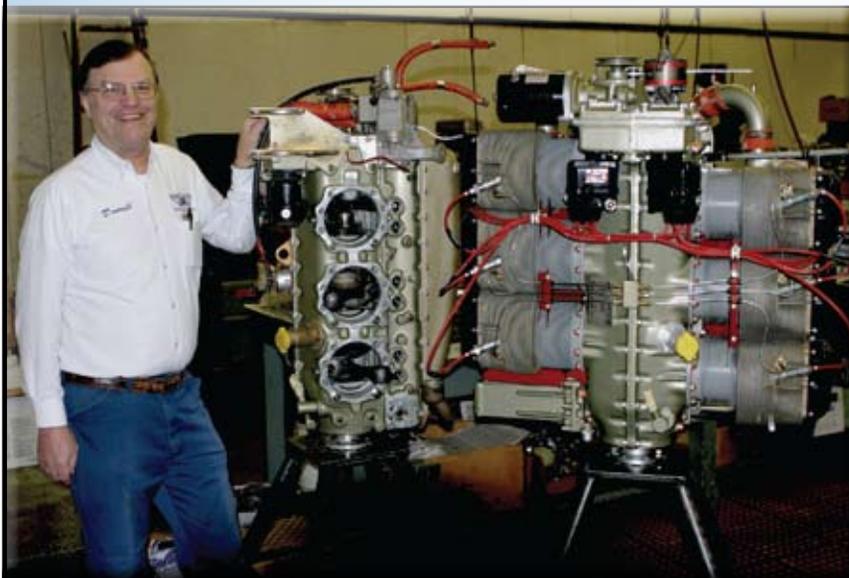
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Aviation Artist, Michelle Rouch



Sully Sullenberger and Jeffrey Skiles holding Rouch's painting "We're Going Into the Hudson."

by Esta-Ann Elliott

Seven years and one month after the Wright Brothers made their first flight, Eugene B. Ely, racecar driver, chauffeur, car salesman and self-taught pilot, made naval aviation history by being the first pilot to land an airplane on the deck of a naval ship. The date was January 18, 1911, the aircraft was a Curtiss Pusher, and the ship was the SS Pennsylvania in San Francisco Bay. It was also the first flight using a tail hook system, which was designed

by a circus performer.

This historical event will be depicted on an oil painting, which self-taught, aviation artist, Michelle Rouch, donated to this year's EAA Gathering of Eagles banquet, which annually auctions off special aviation-related distinctive items raising funds for the Young Eagles program.

The theme of this year's Gathering of Eagles fundraiser held during EAA AirVenture in July in Oshkosh, Wis., was the Centennial of Naval Aviation. Not only was Rouch challenged with finding an appropriate subject for her

donated artwork, but also in keeping with "Made In USA" products. All the materials used, including the paint and frame, are made in America!

Last year, Tucson-based Rouch donated "We're Going Into The Hudson," a watercolor showing U.S. Airways Flight 1549, piloted by Capt. Chesley "Sully" Sullenberger and First Officer Jeff Skiles, making the miraculous landing in the Hudson River with the New York skyline in the background. Both Sullenberger and Skiles had chosen their favorite sketch from those she had submitted.

Rouch, who has a Bachelor of Science Degree in Electrical Engineering, and a Masters of Science Degree in Information Systems Engineering, approaches a painting like a program manager. "I manage billion dollar acquisition programs every day at work and have to know how to manage cost, schedule and technical performance.

"My art projects take the same approach. First, I have to see the feasibility of the total cost, and then I have to measure how long the piece of work will take and if I can fit the work into my life. I am a full-time mom and engineer, leaving very little room to create art. After cost and schedule constraints are reasonably thought out, I then create a rapid prototype and explore every possible scenario before I execute the painting. Rapid prototyping is an essential piece because it brings the final painting to a well thought plan. Once I have the artwork sketched in pencil, I request an inspection from my quality manager – my husband – to ensure that all angles are correctly defined. My husband, an engineer, has a critical eye and can detect the slightest imperfections. We make a great team!"

Rouch bought a die cast model of the Airbus 320 and her husband bought a flight simulator to fly the same aircraft and follow the same route as Flight 1549. Her goal was to capture that day. She checked the weather conditions. She consulted with a pilot

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Michelle Rouch with the painting she did of Sean D. Tucker's plane.

friend who advised her on the angle of the fairings and the auxiliary engine.

Rouch listened to the tapes of Sullenberger and Skiles over and over as she watched the videotapes. When the painting was nearly complete, she had some fellow aviation artists critique the painting, made the adjustments, and was very pleased with the final result, as were Sullenberger and Skiles who later signed the painting.

Rouch's husband, Fotios, is also her resource librarian. Not only is Fotios an engineer with artistic skills, he builds one-of-a-kind resin limited edition airplane models. Several years ago Fotios encouraged Michelle to paint an airplane. She had done many portraits and a series of Greek Orthodox architectural buildings.

"Mathematically, if you add a portrait and a building, you can draw an airplane," stated Rouch. *"The smoothness of a face and the perspective of a building allowed me to quickly grasp aviation art."*

With her husband's support and his interest in airplane models, Michelle was able to land her first commissioned work – a painting of a C-2 Greyhound – that was published on box tops for airplane models.

Today, Rouch has paintings hanging in many permanent displays including the Mighty Eighth Air Force Museum in Savannah, Georgia, the USS Hornet Museum in San Francisco, and at Tucson International Airport.

Michelle's studio is located in her garage and one can usually find her there at night after her son and husband have gone to bed.

For more information about artist Michelle Rouch, a member of the American Society of Aviation Artists (ASAA), and the American Institute of Aeronautics and Astronautics (AIAA), check out her website: www.rouch.com



J.A. Air Center Voted #1

AURORA, ILL. – In a recent survey of Aviation International News subscribers, J.A. Air Center, located at Chicago Aurora Municipal Airport, placed first among all operations in North, Central and South America.

Operating initially at DuPage Airport, J.A. Air Center moved to Aurora two years ago and invested \$9.5 million in renovating its facilities, including constructing one of the few aircraft arrival canopies that exist. In addition to the canopy, the facility has approximately 100,000 sq. ft. of hangar space, a 12,000-sq-ft. terminal with a 5,000-sq-ft. passenger lobby, and a 1,600-sq-ft. pilots' lounge. The company does not have landing, ramp or overnight fees. □

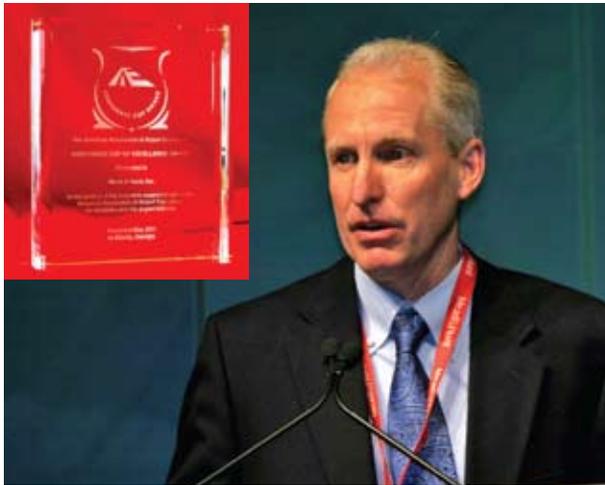
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Mead & Hunt Awarded AAAE's Corporate Cup of Excellence!

ATLANTA, GA. – The airport engineering firm of Mead & Hunt, Inc., has been awarded the 2011 American Association of Airport Executives' (AAAE) Corporate Cup of Excellence at the association's annual conference in Atlanta in May 2011. Since 1986, AAAE has been awarding the Corporate Cup of Excellence to companies that support airports and the airport management profession.



Andy Platz

The firm's aviation services leader, Andy Platz, accepted the award on Mead & Hunt's behalf, along with colleagues Jon Faucher, Tom Schnetzer and Tim Callister. During the awards ceremony, AAAE highlighted Mead & Hunt's long record of providing innovative solutions to its clients.

"In the 110-plus years since this company opened its doors, it has helped shape the world – designing airfields,

building bridges, expanding terminals, planning communities, attracting air service, defending the environment," said AAAE Chair James Bennett. "It ranks in the top 500 design firms and top 25 airport consulting firms in Engineering News Record and was named one of the best places to work by CE News. With more than 450 team members, this firm challenges itself to provide its clients insight, ideas and innovations that are changing the way our industry works."

Mead & Hunt has been a corporate member of AAAE for many years and is active in many of the association's events, as well as in several of the regional chapters.

"Mead & Hunt is very proud to receive this prestigious award," said Andy Platz, Vice President and Group Leader of Aviation Services for Mead & Hunt. "It's a great honor to be recognized by the industry we serve and care so much about. Through our association with AAAE, we have grown our business and enjoyed greater opportunities to provide technical expertise to the industry. At the same time, we have established strong relationships and made a lot of friends along the way."

Mead & Hunt, Inc. is headquartered in Madison, Wisconsin, with additional offices nationwide (www.meadhunt.com). □



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Mitchell Field Engineer Honored At Wisconsin Aviation Conference

GREEN BAY, WIS. – The Wisconsin Airport Management Association (WAMA) named Ed Baisch of Milwaukee General Mitchell International Airport (MKE) "Airport Engineer of the Year" for 2011. *(It was reported in the June/July 2011 issue of MFM that Baisch worked for a private engineering firm and that is not correct. Instead, Baisch works with airport development firms.)*

Baisch has been responsible for over \$200 million in capital airport improvement projects at the airport since 2007. He was the project manager for the \$90 million expansion of the airport's concourses, as MKE has become one of the fastest growing airports in the country in enplanements. Other projects have included a line baggage system, a new bag claim project, and a \$50 million runway safety area project, along with numerous other airfield and landside projects. □



Aircraft Partnership

The decision to buy an aircraft is always a big one. Whether you're considering your first airplane or thinking about moving up to something bigger or more complex, there's a lot to consider.

You have to ask yourself the important questions. What kind of airplane will best meet my needs? How and when will I use it? Where should I base? And, perhaps the biggest question of all—can I really afford it?



AOPA offers services to help you answer all those questions—and a brand new way to make ownership more affordable. A visit to our website at www.aopa.org or a call to our Pilot Information Center at 800/872-2672 can help you find the answers you need. And then, if you're looking for a way to cut the cost of owning an airplane by 50 percent or more, AOPA's new Aircraft Partnership Program can help you find the perfect partner or partners to share your new plane.

Co-ownership is nothing new, but finding the right people and aircraft to build a successful partnership has always been challenging. Now AOPA's Aircraft Partnership Program lets you find people whose ownership goals are compatible with yours.

When you register, you can post a comprehensive personal profile that includes key factors for compatibility, such as the type of aircraft desired, budget, nearby airports to serve as a base, flying experience, and more. Pilots who are looking for a partnership can then search for and connect with others who have matching interests. Whether you want to find one, two, or more partners to buy an airplane, or you want to share ownership in an airplane you already have, you can use the system to find the right people. You can even choose to receive e-mail alerts when someone who meets your compatibility requirements joins the program.

We've already got about 10,000 registered users and the number is growing fast. I hope you'll consider joining them and taking that first step toward affordable aircraft ownership. Owning an airplane is the very best way to get the most from your pilot certificate, and it can change your life. It certainly has changed mine.

A handwritten signature in black ink, appearing to read "Craig L. Fuller".

Craig L. Fuller
AOPA President and CEO





Bill Blake



Michigan Governor Appoints GA Pilots To Aeronautics Commission

Peter Kamaranien of Grand Ledge, Michigan, owner of GrandAir Aviation, Inc. at Abrams Municipal Airport, and J. David VanderVeen of Clarkston, Michigan, who is the director of Central Services for Oakland County, have been appointed by Michigan Governor Snyder to the Michigan Aeronautics Commission.

Kamaranien is a commercial pilot and has been a flight instructor for more than 20 years. Kamaranien earned a bachelor's degree in business from Michigan State University.

VanderVeen is a pilot and current member of the Board of Directors of the Michigan Business Aviation Association (MBAA). VanderVeen is also a charter member of the Michigan Aviation Hall of Fame. He earned a bachelor's degree from Michigan State University and a master's degree in public administration from the University of Michigan.

AOPA is pleased that Governor Snyder selected two individuals with strong aviation backgrounds, as well as strong business and governmental backgrounds. We look forward to working with these two new commissioners and continuing to work with the previously selected

commissioners for the good of Michigan aviation.

Speaking about the good of Michigan aviation, you may remember me mentioning Michigan House Bill 4025. That is the bill sponsored by strong aviation advocate state Representative Dave Agema, which would dedicate part of the state sales tax on aviation fuel and aviation products to the state aviation trust fund. The Michigan House Transportation Committee held hearings on the bill in late June. I provided testimony on behalf of AOPA at the hearings, as did representatives from the Michigan Business Aviation Association, and the Michigan Association of Airport Executives. Our combined testimony was designed to educate the committee on the importance of general aviation to the Michigan economy, the need to improve and maintain the airport infrastructure, and the fact that Michigan aviation taxes are among the highest in the nation. Those purchasing aviation fuel in Michigan have been paying more Michigan sales tax because of the increasing fuel prices, upon which the percentage sales tax is based. However, Michigan aviation is not receiving any direct benefit from those increasing sales taxes. House Bill 4025 would correct that. Although at the time of this writing, the committee had not voted on whether to recommend the bill, it did seem to be positive toward our presentations and members of the committee asked some insightful questions, which makes me believe they got the message loud and clear!

I attended the 56th Annual Wisconsin Aviation Conference in Green Bay, Wisconsin, May 2-4, 2011. The Wisconsin Airport Management Association, Wisconsin Airport Engineers and Consultants, Wisconsin Aviation Trades Association, and Wisconsin Business Aviation Association jointly sponsor the conference. This conference is always well attended and this year was no exception. There were nearly 300 people in attendance. Conference seminars were a good mix of local hands-on airport issues, state and federal airport system funding issues, and national issues such as ADS-B and the future of aviation fuel.

I also attended the annual spring Illinois Aviation Conference in Springfield, Illinois, May 24-25, 2011. The Illinois Public Airports Association, Illinois Aviation Trades Association, and IDOT Division of Aeronautics jointly sponsor the conference. Approximately 165 people attended this conference, which, like the Wisconsin conference, had a good mix of seminars covering local, state and federal funding, and other national issues. As in most of the Great Lakes states, the state's budget issues are paramount. At least so far, the state has been able to maintain its capital program, fearing that cutting it would



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A Gathering Of Aviators

by Craig Fuller- President & CEO
Aircraft Owners & Pilots Association



Craig Fuller

There are few things more rewarding than trading stories and sharing experiences with people who really understand. So there's nothing like getting together with your fellow aviators at the events that bring the flying community together.

Summer is drawing to a close, but you still have a chance to enjoy the company of other pilots while you take in the latest innovations in aircraft and avionics, enhance your safety and build knowledge through a wide range of seminars, and get caught up with the people and ideas that are changing the way we fly.

You can do all that and more at AOPA's Aviation Summit, set for September 22 through 24 in Hartford, Connecticut.

Hartford is a wonderful host city and the officials at the Hartford-Brainard Airport (KHFD), where AOPA's Airportfest is held, are terrific and dedicated partners. All our visitors will have an exceptional experience.

You can shop for anything and everything aviation in the exhibit hall. Whether you are looking for a new airplane or a new headset; a new WAAS unit or a new flight bag, you'll find the very best the industry has to offer right here.

And, no matter how many hours you have in the left seat, you'll have opportunities to learn something new with dozens of seminars covering topics as diverse as health and legal issues, fly-in destinations, regulatory compliance, IFR safety, and decision making.

At the airport you'll get up close to remarkable aircraft—old, new, and up-and-coming.

And don't forget the social events, from a special aviation movie night to live music to dine arounds that give you the chance to talk face-to-face with aviation celebrities. Spending time reconnecting with old friends or meeting new ones is half the fun.

You can get all the details and help planning your trip at www.aopa.org/summit. Hope to see you there! □

AOPA Summit - Hartford, Connecticut - September 22-24
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GREAT LAKES REGIONAL REPORT CONTINUED

increase unemployment and cause even more difficulties.

Although a separate organization and event, by tradition, the annual Illinois Aviation Hall of Fame banquet and investiture ceremonies were held at the conclusion of the aviation conference on May 25th. There were 225 tickets sold to the event, a record number and sellout for the room available. Those inducted this year were Bob Reiser (Aurora, Illinois Airport Manager), Harrel Timmons (owner/ operator of Jet Air, Inc., the FBO at Galesburg, Illinois), Nick Lung (retired United Airlines Captain), and yours truly. I was truly honored and humbled to be included with this group and those inducted before me.

By the way, if you are looking for a great flying weekend in September, I highly recommend the Annual Michigan Air Tour being held this year, September 9-11, 2011. The tour has a different route and theme each year. I believe this year it is billed as a historical tour. Usually 30 planes fly to various airports in the state delivering a message about the economic impact of general aviation on each of the airports visited and its surrounding communities. Hotel rooms, meals, and ground transportation are included. I would urge you to look at the tour website for more details: www.miaviation.org.

AOPA will continue to work to promote and protect general aviation at the national, state, and local level. For more information on any issue affecting general aviation, please visit our website at: www.aopa.org. □

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Working together: More important than ever!

by Rod Hightower

President/CEO

Experimental Aircraft Association



Rod Hightower

One item that has been a priority in my first year as President and CEO of EAA is continuing and expanding the united efforts of all aviation organizations in common issues that will benefit all of us. Just as I'm grateful for the warm reception of EAA members in the more than 25 Grassroots Pilot Tour presentations I've made since the beginning of 2011, I've also been encouraged by the openness and willingness to work together by the leaders of other GA organizations.

When we think of working together, you might instantly think of the "alphabet organizations," such as EAA, AOPA, NBAA, GAMA and others with the voices in Washington, D.C. It's more than those groups, however. Working together means aircraft type clubs, user groups, and others with a broad or narrow interest in the GA community.

Why is this important? One example that comes to mind is a quote from Benjamin Franklin at the signing of the Declaration of Independence in 1776, although some people credit it to Thomas Paine: "Gentlemen, we must all hang together or assuredly we shall hang separately." GA is a very diverse community, encompassing everything from ultralights to business jets. Regardless of those differences, we share a passion for flight. We also share the reality that each GA segment has unique aviation issues.

If you're an aircraft builder, the world of biz jets may not seem as if it should matter to you. Warbird owners would probably ask why the worries of ultralight enthusiasts should be their concern. I'll be very direct here: It should, and it must.

We at EAA work on many of the issues that specifically affect homebuilders, warbird operators, vintage aircraft

owners and others at various times. Although the specifics of these issues may differ, there are a significant number of similarities. Among them are the freedom to pursue flight in the way you want to pursue it and the minimizing of the barriers that may keep you from doing so.

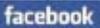
Many GA issues that focus on a distinct segment of aircraft often have ramifications that could impact all of us. For instance, when EAA supports the AOPA/NBAA legal challenge to dismantling the BARR program, primary designed for business aviation, we see the potential for the lessening of freedom and privacy for all pilots. Conversely, when EAA leads the effort in a homebuilt or vintage issue, we understand that the other GA groups will support EAA's leadership as something that builds and maintains a thriving aviation community – a vital part of aviation's future.

Along with the unified actions of the "big boys" in the aviation organization world, other groups such as type clubs play an essential role. Within individual type clubs are incredible bases of knowledge and expertise, the kind of technical depth that is available no place else. Type clubs and user groups are essential players in the growing number of joint committees and safety task groups that the FAA is using to define and address key issues.

We may sometimes disagree with FAA, DOT, DHS, and other rule- and policymaking bodies on a variety of issues. One thing that groups such as EAA can bring to the table in these debates, however, is access to the expertise of groups large and small that can bring real-world experience and wisdom on particular types of aircraft to them. In exchange, EAA's connection to these groups will allow their voices to be heard in discussions that directly affect what and how they fly.

You cannot sit on the sidelines, either. Your involvement in groups such as EAA, AOPA or your local type club is important, but so is involvement in your local airport group. It's of course much easier to sit in the hangar and talk about the woes of the day, then wonder what happened when something is taken away that impacts our ability to fly. But your involvement in conjunction with others is critical, just as the major alphabet groups such as EAA have learned by working together.

After all, we are aviators. Whether you fly a powered parachute or a Gulfstream jet, we share a passion for flight – a passion that must be protected by all of us, on every level. □

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DOT Fines Air Ambulance Operator For Calling Someone Else's Helicopter Its Own

by Gregory J. Reigel
Attorney At Law

A recent article in *Airport Business* discloses that a non-profit air ambulance operator was recently fined \$30,000.00 by the Department



Greg Reigel

of Transportation (DOT) for referring to another operator's helicopter as its own. According to the article, in addition to operating its own aircraft on its own operating certificate, the air ambulance operator formed another entity with two partners for operation of a helicopter under a separate operating certificate. The parties intended that the helicopter would be operated exclusively for the benefit of the air ambulance operator.

For 16 years the air ambulance operator used the helicopter when it was needed. During that time the air ambulance operator's marketing and advertising referenced the air

ambulance operator as staffing and operating the helicopter. It also published a newsletter in which it made references to "our medical helicopter," "our helicopter," or "our planes," in a manner that the DOT believed implied ownership and operation of the helicopter by the air ambulance operator, rather than the operator under whose certificate the helicopter was being operated. According to the DOT, the air ambulance operator's use of the personal pronouns constituted unfair and deceptive practices in the sales of air transportation, presumably in violation of 49 U.S.C. 41712.

Interestingly, the issue of "operational control" is not mentioned. Perhaps the other certificate holder did, in fact, maintain operational control over the helicopter flights operated for the air ambulance operator. If so, that would explain why a civil penalty action was initiated by DOT, rather than a certificate or civil penalty action by the FAA. In the absence of an operational violation, the FAA wouldn't have any basis for

an action.

Fortunately for the air ambulance operator, it was able to negotiate a reduced settlement with the DOT, probably with the help of an aviation attorney. However, in the article the manager for the operator stated that he wasn't sure why the DOT didn't just ask them to change the wording in their marketing. Good question.

My opinion is that the penalty was assessed because the DOT, and the FAA for that matter, believed that safety is more effectively accomplished through enforcement/punishment. However, in the absence of any alleged operational violations, I am not sure how forcing a non-profit operator to pay a fine furthers safety. I guess it is just business as usual for the DOT/FAA. And that's too bad.
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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). □

Appeals Court Overturns Lower Court Decision Against Cirrus

DULUTH, MINN. – Rather than buckling over and paying possibly unwarranted claims, Cirrus Aircraft went to court and eventually overturned a lower court decision to award damages as a result of an accident involving a Cirrus SR22 aircraft. The Minnesota Court of Appeals overturned a decision by a lower court jury against Cirrus in the case of a pilot and his passenger who died in marginal VFR weather in January 2003.

In 2009, a state court jury found that Cirrus and the University of North Dakota—which provided training under contract with Cirrus—were liable in the deaths of the pilot and passenger for not training the pilot to avoid accidental flight from VFR weather into instrument meteorological

conditions. Aircraft transition training was offered by Cirrus Aircraft to the new Cirrus owner, although Cirrus was not required to do so. Pilot Gary Prokop also purchased additional training. A checkbox in the training syllabus, beside a training segment concerning accidental VFR flight into poor meteorological conditions, had

not been checked off.

Prokop and his passenger, James Kosak, were killed near Hill City, Minn. on a flight from Grand Rapids, Mich., to St. Cloud, Minn.

Prokop was informed of low ceilings around Grand Rapids during an early morning briefing, but chose to go anyhow. (AOPA) □



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The Lighter Side of Depression

by Dr. John Beasley, M.D.

Aviation Medical Examiner

Professor Emeritus and Clinical Professor

Department of Family Medicine

University of Wisconsin - Madison



Dr. John Beasley

Well, the days are longer, the weather is better and I hope we are all getting over our SGD (Seasonal Grumpiness Disorder).

Do you have some depression? Sure, to some extent we all do and all of our lives have their ups and downs. In my more flippant moments, I sometimes ask my patients, “Are you any more homicidal or suicidal than the rest of us?” (No, they didn’t teach me to ask that about depression when I was in medical school.) The real question is, are the ups and downs significant enough that they interfere with our function either in our ground-based lives or in the air?

Okay, the FAA, after an eternity of saying, “No antidepressants in the front of the airplane, no way, no how!” finally bit the bullet and is allowing a few antidepressants to be used. I’m not going to go into the details here – my colleague Dr. Terry Turke from

Watertown, Wisconsin, recently wrote a nice summary in the Winter 2011 Edition of Wisconsin Aviation’s Talewinds newsletter. You can read it at: http://www.wisconsinaviation.com/images/stories/talewinds28_1.pdf. Suffice it that the FAA has approved only a few and it will be a real hassle.

Originally, the reason for the “No way, no how!” policy was that the side effects of the older antidepressants were so severe that (a) they probably really were incompatible with pilot duties, and (b) we didn’t use them until folks were really having major problems. That’s no longer the case.

First, is there a problem if you are using medication for depression now or have in the past? Yeah, but it’s usually not a big one. If you can get off the stuff and be off it for 3 months without problems, as certified by your personal physician or a counselor, you will be eligible for a certificate. Officially, the FAA would want you to have used the medication for less than 6 months. It would depend, of course, on how severe the problem was and that sort of thing, and documentation would have to be provided. If there is any question, talk to an AME *before* you actually go in for a certificate. Once the certification process is in play, everything has to be reported to those friendly folks in OK City. The standards will be higher for higher classes of medical certification.

So let’s talk about some of the things that you can do to avoid the hassles (and risks) of using medication. Let’s say that you are a bit blue and things haven’t been going that well in one way or another. I’m also assuming that the situation is not so bad that you are really dysfunctional or suicidal. There are times when medications are needed. If things are not that bad, then here are some non-medical ways to reduce the problem.

A couple of years ago there was a study showing that **regular exercise** is as effective as medication in decreasing depressive symptoms. My personal recommendation is 45 minutes of moderate aerobics (even just good brisk walking) seven days a week. *Beats pills!* I suggest exercising outdoors during the day when it’s light outside if you can possibly arrange it. This can be especially helpful during the winter. (Remember, SGD?)

I won’t go into the usual “get enough sleep and avoid too much alcohol.” That goes without saying. I won’t waste a paragraph on the usual “eat a good diet” stuff as well.

How about counseling? It helps to have the right tools to get a job done, whether that job is physical or psychological. Counselors help you get the right tools to deal with life’s stresses. Do you have to report it? Sure, but if you are doing okay, and I get a letter from your counselor to that effect, no biggie.

How about herbals and that sort of thing? Since herbals are not Food & Drug Administration (FDA) regulated and you never know what’s in the bottle, I’m not very enthusiastic about their use. There is some reasonable

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Autopilots Part II... My Favorite Autopilots!

by Michael Kaufman, CFI



Michael Kaufman

If you have not had the chance to read the article on autopilots in the June/July 2011 issue of *Midwest Flyer Magazine*, please do so as this is a continuation

of that article (www.midwestflyer.com). Since writing that article, I have learned some new information and will be presenting the material here and in future issues on these topics: autopilot accidents, maintenance, autopilot glitches, GPS-steering (GPSS) and as mentioned, my favorite autopilot. Guess, I should say autopilots with an "S," making it plural.

In the past 60 days, I have experienced a runaway trim in an A-36 Bonanza, learned of another runaway trim in an G-36 Bonanza, had a chance to learn about and fly the Garmin GFC-700 autopilot at Flight Safety, and became reacquainted with the Century 2000 autopilot in my flight student's (George Luck) beautiful H-35 Bonanza.

I mentioned my favorite autopilots, and many of you may be considering

THE LIGHTER SIDE OF DEPRESSION CONT.
evidence that St. John's Wort can be helpful. I can't find any specific policy about it – although it should be reported on the 8500-8 you are filling out. I really don't know how the FAA would respond. And, like everything else that really has benefits, there can also be problems and interactions with other medications.

It is my personal opinion, that flying airplanes is pretty good for our mental status as well. But heck, that's just my opinion.

Remember: All medications are poisons, but some have useful side effects. (From a colleague, Deborah Shultz, M.D.)

purchasing one or doing an upgrade. As I said, there is more than one to be included in my list. The main consideration goes to the amount of money one is willing to spend.



Chelton AP-3C

My #1 choice goes to the *Chelton AP-3C* autopilot! The *Chelton AP-3C* is capable of GPS-V mode and will be covered in a later column. It is moderately priced @ \$12,995.00 and will couple to the glide-slope while maintaining its GPS steering function (to be discussed in a later column), which is a real plus in autopilots!

After flying as pilot-in-command in George Luck's H-35 Bonanza several weeks ago from Everett,

Washington, IFR to McMinnville, Oregon, to tour the Evergreen Aviation Museum, I need to mention the Century 2000 as an excellent budget-priced autopilot. I also need to include the Garmin GFC-700 autopilot as the absolute, most featured autopilot I have ever flown, but it comes at a premium price tag. I will elaborate more on each of the units I just mentioned.

The Chelton AP-3C autopilot was a well-designed unit and was way ahead of its time. It has been discontinued after a merger between S-Tec and Chelton as the company was trying to promote the S-Tec 55X (also a good, but pricy autopilot). When a pilot is flying a coupled approach on most autopilots, it is necessary to switch the mode from the GPS steering mode (digital) to approach mode (analog) in order to capture the glide-slope. This is not true with the Chelton AP-3C autopilot, and this gives the pilot superior tracking of a GPS course while on LPV or any GPS

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approach with a glide-slope. When I check pilots in their aircraft, I like to explain how to do this and how to fly the approach correctly utilizing the autopilot. Seeing that very few pilots are flying this autopilot, the procedure they should use while doing GPS or ILS approaches are as follows:

Use your GPS steering function throughout the initial and intermediate portions of your approach on both ILS and GPS approaches. This includes published transitions and course reversals (both the procedure turn and holding pattern types). Once the aircraft is fully established on the final approach course, it is necessary to switch the autopilot to approach mode to get a glide-slope capture. Failure to do so will result in a well-flown approach, but the aircraft will not descend when the glide-slope needle centers.

The next autopilot to be discussed is the Century 2000. It is offered with or without a yaw damper and electric trim. The one I flew in George Luck's H-35 Bonanza (a V-tail Bonanza) did not have either and did quite well on an IFR trip from Everett Paine Field, Washington to McMinnville, Oregon. When the autopilot is switched on, it goes to attitude mode or heading and altitude if they were selected before turning the unit on. This means it holds the aircraft in whatever attitude it is flying when you switch the unit on. The pilot then selects the heading and altitude mode, and the aircraft will fly the heading bug and hold whatever

altitude is present when pushing the button.

Should you desire a change in altitude, pushing the UP/DOWN button, the altitude hold comes off and a change of one degree of pitch is made for each one second you press the specific button. There is no electric trim on George's airplane, so a light and annunciator lets you know if the autopilot needs some trim help from the pilot. I prefer not having electric trim and had mine disconnected from the autopilot on my aircraft. George has the GPS steering option on his autopilot and like most add-on GPS steering modules, it works by having the autopilot in heading mode and selecting the module on a separate switch.

The Century 2000 can be programmed to fly a specific heading selected by the heading bug, and it automatically captures a course. This is done by pushing the heading and approach or nav-buttons simultaneously. If just the approach or nav-buttons are pressed, the aircraft will intercept the course at a 45-degree angle. The Century 2000 is a great autopilot at a low budget price.



Garmin GFC-715

The Garmin GFC-700 and 715 autopilots, when coupled to an air data computer and flight management

system, do almost anything you could wish for except non-published holds. When ATC instructs you to cross a fix at a certain altitude, it can all be done on the autopilot. This is great for approaches and arrivals with multiple step-down fixes as well. As we pilots know, the higher the aircraft climbs at a specified rate, the slower the airspeed. These autopilots have the option of climbing at a specified airspeed, thus accepting a reduced rate of climb at higher altitudes. Altitude pre-select is a standard feature, and I will address this in a future article on autopilots.

It seems that any function one can desire of an autopilot, the Garmin GFC-700 can do except one that I found which can only be done with a Garmin 480/Apollo CNX80. This is holding at a non-published hold.

Example: "*Cessna 2852F is cleared to hold 10 southwest of Kelsi on Victor 97, left turns, 4-mile legs, maintain 5,000.*"

The only combination of navigator and autopilot that I have seen which can do this is the "480" and any autopilot with GPS-steering. The Garmin GFC-700 autopilot, as far as I know, is only available on new factory production aircraft.

Another item of major importance to pilots who fly autopilots are the "glitches" that occur from time to time. I would like to mention two specific ones before ending this column. One glitch I have seen on A-36 Bonanzas, came from the factory with this avionics package: King KFC150 autopilot, altitude pre-select, flight director and a Garmin 430 GPS navigator. This combination worked fine until the Garmin navigator was upgraded in the field to WAAS (*Wide Area Augmentation System*). So what is the glitch?

When the aircraft is being flown on autopilot on an ILS approach and the Garmin navigator switches from GPS to VLOC (VOR/Localizer) on the approach, the altitude hold will uncouple and the aircraft will climb to capture the glide-slope that is above the aircraft's altitude. ***The result***

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will be stalling the aircraft! I have intentionally done this in more than six different aircraft with this avionics package.

My second glitch is one many of us have heard about and trained for, but may have never seen. I now have seen it during a recent biennial flight review in an A-36 Bonanza. This is “runaway electric trim!”

The aircraft recently came from an annual inspection and during the flight with the autopilot in use, the electric trim decided to go wild. The autopilot was in altitude hold, and the autopilot servo decided to fight the trim until it could no longer win, resulting in the safety clutch slipping and disengaging the autopilot. When this happened, we went for an unexpected roller coaster ride. Natural pilot response, along with being in VFR weather, allowed this incident to have a safe ending.

Look for a continuation of this autopilot discussion in future issues of *Midwest Flyer Magazine*. Until next time, remember; **“The best safety device in an aircraft is a well-trained pilot!”**

EDITOR’S NOTE: Michael “Mick” Kaufman is the manager for the Beechcraft Pilot Proficiency Program and a flight instructor operating out of Lone Rock (LNR) and Eagle River (EGV), Wisconsin. Kaufman was named “FAA’s Safety Team Representative of the Year for Wisconsin” in 2008. □

VFR Navigational Situational Awareness Or, You Are The Center of Your Own Universe



Harold Green

by Harold Green, CFI

Situational awareness includes many considerations. The issues discussed here are a few of those that seem to be common among both students and certificated pilots.

Navigational orientation is our perception of where we are relative

to objects of interest relative to our welfare. This includes the ability to correctly interpret Sectional/WAC Charts as well as our interpretation of basic and electronic navigation aids. While it may seem simplistic, we will start with Sectional/WAC charts. We will make no distinction between Sectionals or WAC charts.

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Start with a question fundamental to navigation: "Where am I?" Actually that question should be asked only after we have answered another question: "Where are my reference points?" (Hopefully we have more than one.) After all, we do know where we are: We are sitting in an airplane moving at a respectable speed given by the airspeed indicator at an altitude given by the altimeter, in a direction given by the heading indicator, corrected for wind. The only question remaining is: Where are the reference points? This distinction can be very important whether we are flying VFR or IFR even though the types of reference points change. Let's look at a sectional chart example, first.

On a reasonably long cross-country, we have a course line laid out on our chart with checkpoints identified every 20-30 miles. We have been flying along holding our heading more or less and now it comes time to

check our progress. The checkpoint we are looking for has several readily identifiable features. Let's say it's a town located in a valley that has two hard surfaced highways passing through it roughly north-south and east-west with a small stream on the western edge of town. As we examine the terrain we naturally ask the question: "Am I at my checkpoint?" We look at the town below and see that it is in a valley with two roads and a stream. Further, the projected time is within a couple minutes from now.

As we look at the town we see a north-south road running through it with a stream on the west. The east-west road comes into town from the east, but we don't see it leaving the town to the west. However, that is possibly due to the fact that the road would wind up in a valley between two relatively high hills and we cannot see it from our angle.

Since the time and majority of features match, we conclude that we are at our checkpoint because that is what we want. In fact, that could all be correct. On the other hand, suppose the following: As is true throughout much of the country, towns are along rivers and streams for historical reasons. Most towns have more than one road passing through. Therefore, we can easily mistake one town for another – particularly when we set out to prove that the town is our

checkpoint.

Rather than ask if the town is our checkpoint, we should ask, "What town is that and how do I know?" With this in mind when we look at the town below, we find that the roads match a town on our map, but which one? Well, it could be one with only one pass-through road and one dead-ending in the town.

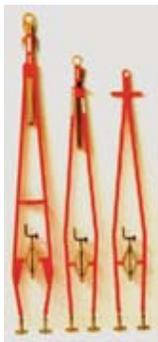
After critical examination we find a town that matches that configuration. Therefore, it is not our checkpoint. If we are off just a little, it will be about 7 miles from our checkpoint along the same stream. (In the Midwest, towns tended to spring up about 7 miles apart because that is about how far a team of horses could go between water and rest stops).

Now given that we made an erroneous identification, we generally will not find this out until one or more additional checkpoints have gone by. By that time we are well off course. Conclusion: Look at the map and determine what you see on the ground. Then decide if you are where you should be. DO NOT look at the map and prove you are where you wanted to be; you can fool yourself all too easily. After all, you knew where you were all the time. You just didn't know for sure where the checkpoint was.

Now let's look at the "directional gyro."

The compass rose is a marvelous

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The directional gyro (center above yoke) is a stabilized compass with a picture of your airplane located at the center of your universe, depicted as pointing to your heading.

device. In its basic form the compass rose is simply a circle with the magnetic bearings relative to north printed around the periphery. Then add a directional gyro to it and voila! We have a stabilized compass with our airplane located at the center of our universe depicted as pointing to our heading. The beauty of this little gem is that if you imagine yourself standing at the center, you can look in any direction and find the way to go to a specific bearing. In short, you are the center of that universe. Not only that, but you can tell which way to turn to go north, south, east or west.

For reasons, which will become obvious as our flying becomes more advanced, we should not think of turning left or right, but rather think of turning to a specific direction. If you were asked to turn to a heading of 080, you will be better served to think of turning east. Train yourself to think of compass directions, rather than left or right. This is a simple concept, but difficult to implement because we have usually used left and right for directions before we started flying. But we will leave “left or right” to the controllers who want us to turn to a specific direction to route us around other aircraft or obstacles. If we are flying a heading of 120 degrees and want to turn to 280, we know we need to turn west.

Now notice the yellow heading bug. That, in combination with the compass rose, offers us many additional advantages, both in the air and on the ground. First consider on the ground: If we set the heading pointer to the direction of the wind, the pointer position relative to our wings tells us what control position to hold to minimize the wind effect. If the pointer is aft of the 90-degree off our nose point, we roll away from it. If ahead, we roll into it. No more question about where the wind is coming from, given our present heading. (Note: We all learn as we gain experience. This little gem was passed on to me by one of my students who learned it from a previous instructor).

Now assume we are approaching our destination airport

and we learn that the favored runway is 31. Now how do we find the runway and how do we enter the pattern?

We know where we are, but where is the runway? Since 31 is the no wind magnetic heading you would have on final, the compass rose will tell you where Runway 31 is relative to you, given our course from the west to the east.

Looking at the compass rose, we can see that we are heading 80 degrees to the runway. The tower then clears us to enter a left downwind for 31. Eventually we see the runway and can identify it because it lies parallel to the line 31-13 on our compass rose. When we are the appropriate distance from the runway, we then turn south and put 310 on our tail, or the six o'clock position.

Remaining at the center of our universe we then wait to turn base. Since we are in a left pattern, we turn left until 310 is at the left 90-degree point on our compass rose. When we turn final we turn until 310 is pointing at our nose and then we are on final approach. In short, the compass rose tells us where to point our universe to find the point we are looking for. There are many instances where the compass rose is a good friend if just given the chance. □

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“We like the little guy!” Glenn Burke, Manager

The iPad & ForeFlight, Powerful Tools Inflight & In The Office

by Gustav Ryberg

Flight School Manager/Chief Flight Instructor
Wisconsin Aviation-Madison

I am an indiscriminant pilot. I spend considerable time aloft in a diverse fleet of aircraft. At times I find myself behind brightly lit glass panels where weather, traffic, and systems information is just a push of a button away. Other times I am twisting the omni bearing selector (OBS) of the lone VOR, triangulating my position, in an effort to get un-lost. As of late I have introduced a constant companion to an otherwise ever-changing flight environment. I purchased an “iPad” in order to gain access to “ForeFlight.”

ForeFlight is first and foremost a chart and flight information tool. A yearly subscription allows the user to download sectional, low-altitude and high-altitude charts for the entire U.S. terminal procedures, including departure, arrival, and approach charts.

The “map menu” offers a wealth of useful information including radar and satellite imagery, flight rules (VFR,



MVFR, IFR and LIFR), current fuel prices, visibility, and ceiling heights, to name a few.

The “intuitive map” interface allows the user to plan an entire flight by simply touching the screen to enter waypoints. The iPad adds each leg of the trip into the flight plan log, automatically computing course, distance and time. Once the route is complete, a tap on the touch screen brings the user to the File & Brief page.

ForeFlight communicates with the user’s DUATS account, allowing weather briefings and flight plan filing to be accomplished directly from the device. Completed weather briefings are stored on the iPad for review during the flight.

The airport menu opens the door to current government terminal procedures for the entire U.S., as well as airport facility data. Simply enter the identifier for the airport of your choice and you have all frequencies, weather, runway data, current NOTAMS and approach plates at your fingertips. All terminal procedures are presented in National Oceanic & Atmospheric Administration’s (NOAA) National Ocean Service (NOS) format.

Worried about having access to current data? ForeFlight will tell you when chart updates are available for download. A simple tap on the screen initiates the download process.

Inflight, the iPad and ForeFlight turn into a serious “situational awareness tool.” The iPad displays current aircraft location on the chart in use, including groundspeed, GPS altitude and track. The navigation log keeps you up-to-date with all information available on a conventional aviation GPS. Direct-To capabilities are available to any fix in the flight plan.

Should a re-route or diversion become necessary, simply use your finger to drag the route to the new destination and the software makes all necessary changes and updates your navigation log. While referencing terminal procedures the device displays the aircraft location superimposed on the approach plate, further enhancing situational awareness.

The iPad is available in a Wi-Fi-only version, as well as Wi-Fi and 3G. 3G provides roaming internet access over a mobile network. Only the 3G version has a built-in GPS that allows the aircraft’s position to display on charts and terminal procedures.

ForeFlight may be downloaded *free of charge* thru the iTunes Store. A trial version of the software allows you to explore the features of the program. In order to gain full in-flight usability of the application, a subscription must be purchased. A one-year subscription costs \$74.99. If you desire geo-referenced terminal procedures and taxi diagrams (aircraft position appears on the plate), you will need to



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subscribe to "ForeFlight Pro" for \$149.99. Your subscription will allow you to use ForeFlight on multiple devices. I have the same software installed on my iPhone, turning it into a handy backup should my primary system fail.

The iPad and ForeFlight are amazing tools that transform how you manage your flights. The iPad should not be used as a primary navigation aid. Backup charts are recommended, should an issue arise with your hardware.

The iPad and ForeFlight have transformed how I manage my workflow prior, during, and after a flight. My preflight activities are completed much more efficiently. The cockpit is now nearly paperless. I enjoy situational awareness tools that rival that of many glass cockpit aircraft. My iPad and ForeFlight combine my sectional and enroute IFR charts with the airport facility directory (A/FD) for U.S. airport facilities, approach plates and weather data. I can obtain weather briefings and file flight plans from the airplane and receive updated weather data on the go.

I mentioned that I purchased the iPad in order to use ForeFlight. Since then, the capabilities of this computer have continued to improve how I conduct day-to-day operations in the office. Thousands of applications are available for download, making the iPad a revolutionary, professional and entertainment tool.

All flight school-related forms are stored on my device (DocsToGo and Dropbox), allowing me to share important information efficiently via email. Student enrollment is accomplished using the iPad, and all records are available in an Excel format (Numbers). Ground school sessions take on a life of their own when the iPad is connected to the overhead projector allowing me to share vivid Power Point presentations (Keynote). A complete copy of an electronic FAR/AIM resides on my device allowing for quick reference to all applicable regulations. Checklists for our aircraft, as well as Standard Operating Procedures (SOP), are available on the iPad for quick reference in the airplane.

During training flights, I use note-taking software to produce a minute-by-minute record of observations to be used during the post-flight briefing (notes). These notes may be emailed to my students for later review. Within seconds of aircraft shutdown, I have logged the flight and synced the content to my electronic logbook on my desktop computer (Logbook Pro). Meetings and ground training sessions may be recorded for later review and sharing (AudioNote).

The use of paper has dramatically decreased in our office, time is spent more efficiently and customer interaction is streamlined. Many of our instructors now use this technology further, increasing the smooth flow of information and ideas. On a nearly daily basis, I have conversations with customers who have made the move to the iPad, looking for advice on how to put it to use.

Moving forward, I am confident that this device will continue to deliver, enhancing how we process information and communicate with each other.

EDITOR'S NOTE: A native of Sweden, Gustav Ryberg moved to the Madison, Wisconsin area in 1997. Shortly after arriving in Wisconsin he began his flight training at Blackhawk Airfield in Cottage Grove, Wisconsin, where he completed his private and instrument training. Wisconsin Aviation became the new home for Ryberg during his Commercial, CFI and CFII training. In 2001, Ryberg began working as a part-time CFI, which shortly thereafter turned into a full-time position.

Ryberg took a leave of absence from his instructor position in 2005 when he began working for Midwest Connect, flying the Beech 1900, initially as a first officer and later as a captain. Missing the flight-training environment, he returned to Wisconsin Aviation in 2007 in the capacity of the Chief Flight Instructor.

Since then, Ryberg has established Part 141 training programs at all three Wisconsin Aviation, Inc. locations. He has obtained Veterans Administration (VA) approval for the majority of its training programs, allowing veterans to receive reimbursement for their flight training; Students/Exchange Visitors Information System (SEVIS) approval of the flight school with the U.S. Department of Homeland Security; and an FAA letter of authorization (LOA) to conduct sightseeing flights and commercial air tours.

In his new role as Flight School Manager, Ryberg is looking forward to continued development of the flight school with an emphasis on multi-media and specialized course offerings, increased Wisconsin Aviation's presence in the community, and continued improvements in customer experience. □



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(LEFT PHOTO) Michimasa Fujino.

(UPPER PHOTO) The first FAA conforming HondaJet “F1.”

(LOWER PHOTO) Honda Aircraft Campus, Greensboro, N.C.

by Dave Weiman

Technology in aircraft designs is going gangbusters right now with the research and development of several new light jets by different manufacturers. Only time will tell which manufacturers survive

and prosper, but there are already indications as to which companies those will be.

The “design” of the aircraft is very important. An aircraft needs to be appealing to potential buyers – attractive just sitting on the ramp, equipped with modern and functional features, and with the speed and range to meet or exceed buyers’ expectations. The aircraft also has to fit the market.

The biggest hurdle of any new aircraft project is the “certification” process. Test aircraft have to endure rigorous testing. And as soon as a new aircraft has been certified and orders placed, the manufacturer must have the “people” and “facilities” in place to start building them.

The entire process from conception to completion takes a lot of money, and stamina on the part of the people involved, from the engineers and test pilots to the administrative staff and sales team. The excitement – and pressure – can be compared with what the National Air & Space Administration (NASA) has been going through from Mercury to Apollo and through the Space Shuttle program.

One company, which I have great respect for and confidence in is Honda Aircraft Company, and to their credit, they have opened the door for us to

get to know the people behind the scenes, including their president and chief operating officer, Michimasa Fujino-san.

Fujino-san, 50, joined Honda R&D Co., Ltd., in Japan in 1984, after graduating from Tokyo University with a degree in aeronautical engineering. Over the past 20 years, he has been involved in the design and development of aircraft and has participated in several aircraft projects, including the MH01, a single-engine, turboprop, composite aircraft, and the MH02, an all-composite, business jet. He has also performed research in the fields of configuration design, advanced aerodynamics including natural laminar flow (NLF), and transonic aeroelasticity. He has developed theoretical techniques for the aerodynamic and aeroelastic design of the HondaJet. In addition, he has conducted wind tunnel and flight tests at research facilities around the world.

Fujino-san has had many hurdles to overcome, including skepticism within Honda Motor Co., Ltd., itself. Company skeptics were concerned with the unconventional theories being applied to the HondaJet design, and also competition with other manufacturers.

But Fujino-san persevered, guided by mentor Leon Tolve, a retired Lockheed engineer who worked as a

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consultant with Fujino-san on Honda's MH02 at Mississippi State University from 1986-95. Unfortunately, the results of the MH02 were not very impressive, so Fujino-san and the rest of the research group returned to Japan.

While some members of the aviation group were reassigned to different projects, Fujino-san remained steadfast in his interest to develop an aircraft, and sketched a jet with engines mounted over the wings.

In 1997, Fujino-san convinced the Honda board of directors that his new design would bring new value to customers, and was named Large Project Leader for the HondaJet program.

Fujino-san then returned to the United States in 2001 to develop the HondaJet with the goal of flying before the 100th anniversary of the Wright brothers' first flight at Kitty Hawk, N.C. on December 17, 2003. Fujino-san and his team beat the deadline by two weeks, and the HondaJet flew on December 3, 2003. Fujino-san became president & CEO of Honda Aircraft Company in October 2006.

Fujino-san picked Greensboro, N.C., not because of the Wright brothers' first flight, but because of its close proximity to the FAA Aircraft Certification Office in Atlanta. Piedmont Triad International Airport (GSO) also has room to grow, and the East Coast has a significant amount of market potential. Other states Fujino-san considered were Texas, California and Washington. Currently, Honda Aircraft Company occupies 83 acres at Piedmont Triad International Airport and three separate structures.

I was invited to tour Honda Aircraft Company's new manufacturing facilities in Greensboro at an open house on July 12, 2011. The company is putting the final touches on the HondaJet, gearing up to deliver their first of more than 100 confirmed orders beginning in 2012.

I was welcomed to the "delivery center," where the white and blue HondaJet used for display purposes at EAA AirVenture and the National

Business Aviation Association (NBAA) Convention & Trade Show is displayed.

Our first stop was the "structure test facility" where the static strength and durability of the aircraft are being tested by applying numerous loads to the wings and fuselage.



Test pilot, Stefan Johansson, in the flight simulator at the integration test facility.

Next, we went to the "integration test facility" where engineers conduct full-flight simulation testing on the ground to confirm aspects such as reliability, safety, functionality and various failure modes of actual aircraft hardware and systems.

I spent a considerable amount of time sitting in the cockpit of the simulator with test pilot, Stefan Johansson of Halmstad, Sweden, who demonstrated the features of the Garmin G3000 next-generation avionics system. The cockpit employs an auto design because it requires less production time to build.

The staff at Honda Aircraft represents 82 nations and 49 different

languages. "Honda likes diversity in its staff and unique personalities," said Fujino-san. Most of the original members of the core team of engineers were Japanese, and they have since returned to Japan.

Research and development has a separate area where the FAA conforming aircraft are built for certification.

The "design studio" is where the cockpit, interior and exterior themes and designs are developed and evaluated.

The HondaJet has a large lavatory and large baggage compartment. I like the "retractable/recessed" armrests, and the passenger seats that can rotate for maximum comfort. Each passenger seat also has a television monitor.



Test pilot, Warren Gould, with HondaJet F1.

We got to see the first FAA-conforming HondaJet referred to as "F1" parked on the ramp. The aircraft stands 13 feet tall at the top of its tail, nearly 41 feet long, and has a wingspan of nearly 40 feet. The aircraft seats two crewmembers and five passengers, but is being certified

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as a single-pilot aircraft.

F1 achieved its first flight on December 20, 2010. On April 27, 2011, the aircraft reached a maximum operating altitude of 43,000 feet. Shortly thereafter, it recorded a maximum speed of 425 KTAS (489 mph) with throttle to spare! The aircraft has achieved a climb rate of 3990 feet per minute, confirming another important performance parameter. The IFR range is 1180 nm, takeoff distance is 3120 feet, and landing distance is 2500 feet. The engines are GE Honda HF120s, each with 1880 lbs. of thrust output.

The most unique feature of the HondaJet is its “over-the-wing” engine mounts. This advanced configuration improves high-speed aerodynamics and maximizes cabin space. The natural laminar flow technology of the wing and fuselage optimizes pressure distribution, significantly reducing drag.

The lightweight and high-strength fuselage is made of laminating carbon fiber pre-impregnated with resin, providing a spacious cabin. The aircraft has an elongated, tapered nose, and a striking color scheme. Buyers will initially have their pick of white with red, blue, yellow and gray trim.

From the ramp we visited the “telemetry room,” where various functions specialists remotely communicate with the test pilots and monitor and analyze in real time the

progress of the test flight. If an engineer wants a pilot to perform a particular task, they can observe the task being performed via onboard cameras.

The telemetry room, which has about 20 individual computer work stations and overhead monitors, reminded me a lot of NASA’s mission control room.

The final building on the tour was the 220,000 sq. ft. “production assembly area” and “paint booths.” There are two assembly lines, and 18 positions. Each assembly line can accommodate 10 aircraft.

A big plus for one Minnesota firm is that Aerolift Doors, Inc. of Minneapolis, manufactures the hangar doors. I was told that Aerolift doors were selected because they open and close quickly.

Honda Aircraft’s offices consist of a lot of cubicles. Even Fujino-san’s office is in a cubical with everyone else, and not compartmentalized as traditionally seen at most companies. The philosophy at Honda Aircraft is to provide the best working atmosphere and a “free exchange of information and ideas.”

One-On-One With Michimasa Fujino

Intelligent, hard working and determined describes Michimasa Fujino-san, who admits that the HondaJet project has presented “many challenges.”

“Not everyone has been supportive of this type of activity,” said Fujino-san, referring to the Honda board of directors prior to 2006.

“Customer trust,” can be a challenge for a new aircraft manufacturer and is very important, explained Fujino-san. “We must create that trust,” he said.

“The certification process involves working together with the Federal Aviation Administration, and there are many, many suppliers we need to work with in concert, as well,” he noted.

The state of the economy, too, is of concern to Fujino-san, but he is convinced that the speed and fuel efficiency of the HondaJet is just what the U.S. market needs.

“Staffing,” too, is a big challenge. Now that Honda Aircraft is in its final stages of certification, the company needs to hire and train 300 assembly specialists. There are currently 600 people employed in engineering and administration.

“Some of these assembly specialists will come from Wichita, and others are being recruited locally,” said Fujino-san. “We are looking for young, motivated individuals, and we have a very good partnership with local colleges. We have a specific program (in place) to meet Honda’s needs.” Honda Aircraft provides the classroom instructors.

Fujino-san says, “it is journalists who continue to encourage me with their articles, that keeps me going. It is that outside energy.”

And what is the competition saying about the HondaJet?

Fujino-san said the competition feels that “the design is far advanced.” The HondaJet is 30 percent faster than most



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of its competition, and is the most fuel-efficient jet in the industry!

In previous interviews, Fujino-san told me that he was not yet a pilot, but intends to get his pilot certificate after this initial project has been completed, but he has flown the test aircraft with the test pilots a number of times.

“Flying the plane gave me more relief than excitement,” said Fujino-san, although he felt a great deal of pride at the same time.

“The HondaJet is very stable and quiet, and has good response. It is a very good design!”

Honda Aircraft Company, Inc. has over 100 orders for the HondaJet, which is scheduled for its first delivery in the third quarter of 2012. The aircraft sells for \$4.5 million.

There are five regional sales and service centers in the U.S. and three in Europe. HondaJet Midwest will be located

at Aurora Municipal Airport in Sugar Grove, Illinois. Ground breaking for the new hangar and office complex will take place in July 2012 with completion in time for the company’s first delivery in July 2013.

HondaJet Midwest President & CEO John Lowe is as enthused about the HondaJet as is Michimasa Fujino-san.

“The truly new, world-class HondaJet represents everything an owner would expect in a clean sheet design from the Honda Aircraft Company,” said Lowe. “Its key is incredible performance numbers with very frugal operating costs. The airplane is in a class by itself.”

Learn more about the HondaJet at www.hondajet.com and www.hondajetmidwest.com, or call 877-686-0028.

EDITOR'S NOTE: For more indepth coverage, go to www.midwestflyer.com. □

Altaire Comes To Chicago

CHICAGO, ILL. – The mockup display of Piper Aircraft’s new “Altaire” jet made a brief, but important appearance at Chicago Piper at Chicago-Aurora Municipal Airport, July 14-15. Business leaders, government officials and aircraft owners attended. The single-engine Altaire jet has a top cruising speed of 414 mph, range of 1300 miles, and a maximum service ceiling of 35,000 feet.

(UPPER LEFT) Chicago Piper President John Lowe demonstrates the Altaire’s Garmin G1000 avionics package. (LOWER RIGHT) Rorie Ainbinder, Sr. Manager of Marketing, Piper Aircraft; John Lowe and Dee Price of Chicago Piper; and Lisa Giessert, Director of Sales Administration, Piper Aircraft.

Dee Price was recognized for 49 years of service to Piper Aircraft. □



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LEFT PHOTO: (L/R) Brian and Ben Thuringer, owners of Madden's Resort. Both Brian and Ben are pilots.

ABOVE PHOTO: Some of the planes that flew into East Gull Lake Airport for the Minnesota Seaplane Pilots Safety Seminar.

RIGHT PHOTO: A couple watch a floatplane taxi on Gull Lake.

BELOW PHOTO: Dozens of floatplanes line the beach at Madden's Resort.

BRAINERD, MINN. – Flying took precedence at the annual Minnesota Seaplane Pilots Safety Seminar & Fly-In, May 6-8, 2011, at Madden's Resort on Gull Lake near Brainerd, Minnesota. The Minnesota Seaplane Pilots Association (MSPA) and the Minnesota Department of Transportation, Office of Aeronautics, cosponsor the event.

A fish fry in Madden's lodge kicked off the event May 6, followed by an FAA Safety Seminar.

MnDOT Aeronautics Director Chris Roy was first to speak May 7 on what's happening statewide in aviation. Roy shared his concern with the growing numbers of wind turbines and cellular towers, especially the unmarked ones. Roy's office is trying to make it mandatory for towers above 250 feet AGL to have lighting in Minnesota.

Roy said that meteorological (MET) towers that are installed to test winds before a wind turbine is built are not

lit and are 200 feet tall. Wind turbines can be 500 feet tall with blades up to 100 feet long.

MSPA President Mary Alverson followed, sharing her one-month seaplane adventure in a Cessna 206 amphibian across the Rockies and down to Panama City. The aircraft eventually ended up in Argentina where its owner, Patrick Schmidlin of Switzerland, owns property.

"Nothing goes as planned," said Alverson. "One thing I learned was to expect the unexpected!" Bad weather plagued Alverson and Schmidlin. Alverson said that the next time she makes a trip to South America or Central America, she would prearrange "handlers" at each stop to avoid any hassles with customs and to arrange for the various permits that are required. "You get a

bill for everything when you arrive at an airport," said Alverson. "Even for parking your plane." The Cessna dealer in Guatemala City was very helpful, however.



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Alverson noted that required documents include one's aircraft registration certificate, certificate of aircraft insurance, pilot certificate, and pilot medical certificate. She highly recommends pilots leasing or buying a satellite telephone for such a trip (\$1,200.00 to purchase or \$65.00 per month to lease), and purchasing a "Spot Messenger" GPS emergency and tracking device (\$149.00 to purchase plus \$149.00 subscription). Lake and Air Training & Pilot Shop, located at Fleming Field in South St. Paul, Minn., which exhibited at the seminar, sold out of the Spot Messenger within minutes after Alverson's presentation (www.lakeandair.com). Of course, a survival kit and life jackets are a must, as well as knowing how to use them.

Alverson said that "fuel" determines one's course of action and flight plan on a trip in desolate regions of the world, and you pay whatever the going rate is. Taking fuel samples is a good habit to get into to avoid contaminated fuel, she said. Alverson summarized her experience by encouraging fellow pilots to do their homework before embarking on a trip like this.

Other topics and speakers included a float manufacturers update, update on pilot medicals (pilots are now allowed one DUI violation below a certain blood alcohol content without certificate revocation), and updates by the Minnesota Department of Natural Resources, Lockheed Martin Flight Service, Transport Canada, and MnDOT Office of Aeronautics. Bob Timm of Seaplane Service, Inc., Surfside Seaplane Base, Lino Lakes, Minn., provided information on preventive maintenance. A life jacket demonstration wrapped up the day in time for the evening banquet and the entertainment that followed. F-16 Falcon pilot, Lt. Col. Troy Zierden, from the 148th Fighter Group of the Duluth Air National Guard, was the guest speaker.

The next morning following breakfast, most of the 32 floatplanes that landed at Gull Lake, and the 12 planes that flew into East Gull Lake Airport (9Y2), departed one by one.

Hosting this year's seminar and fly-in were father and son Brian and Ben Thuringer, owners of Madden's Resort (www.maddens.com). Both Brian and Ben are pilots, and own a Cessna 340. Madden's Resort has been family owned and operated for three generations.

Madden's Resort employs 525 people during its peak summer season. Amenities include five swimming pools, three sand beaches, a golf course, boat rental (speed, fishing, pontoon, paddle, water bikes), fine dining, both indoor and outdoor cafes, gift shops, an ice cream parlor, and a couple of bars with live entertainment on selected dates. Accommodations include your choice of hotel-style rooms and private cottages. Transportation from East Gull Lake Airport (9Y2), located 1 mile from Madden's Resort, is available. Passenger carts are available once you arrive at the resort. Rental cars are available at Brainerd Lakes Regional Airport (BRD).

The dates for the 2012 Minnesota Seaplane Pilots Safety Seminar & Fly-In are May 4-6 (www.mnseaplanes.org). □

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Fourth of July Weekend Sacred In Phillips

PHILLIPS, WIS. – Fourth of July weekend has become sacred for residents of Price County, Wisconsin, as the annual Price County Fly-In & Air Show is held at Price County Airport, Phillips, Wisconsin. There was a twilight air show Friday, July 1, 2011 with live entertainment across the highway at Harbor View Pub & Eatery. The daytime air show was held Saturday, July 2, and again, followed by evening entertainment at Harbor View.

Air show performers included Darrel Massman of Waupaca, Wis., in his Panzl aerobatic monoplane; Peter Tallarita of New Richmond, Wis., flying a Pitts S-2B biplane; and Bill Cowden of Menomonie, Wis. in Massman's Harmon Rocket. The air boss was airport manager, Chris Hallstrand. Monitoring the show from the Milwaukee FAA

Flight Standards District Office was Wesley Hakari of Luxemburg, Wis., who flew his newly acquired Cessna 310 to the show with his family.

Hakari is the nephew of the late Charlie

Hillard, who was the leader of the Eagles Aerobatic Team for 25 years and air boss at EAA AirVenture Oshkosh.



Darrel Massman signing autographs.



Darrel Massman in his Panzl.



(L/R) Wesley Hakari, Peter Tallarita, Chris Hallstrand, Darrel Massman, and Bill Cowden.



(L/R) Duane and Bonny Grube of Harbor View Pub & Eatery with air show performers Darrel Massman and Bill Cowden.

Hakari is the air show monitor at Oshkosh.

A fly-in breakfast was held at Harbor View Pub & Eatery on Saturday. Harbor View is not only conveniently located adjacent to the airport, but is on Long Lake, and floatplanes regularly dock at the restaurant. A half-a-dozen floatplanes flew in for the fly-in breakfast and air show. Harbor View owners, Duane and Bonny Grube, are corporate sponsors of the show.

Hallstrand says that the fly-in and air show is the one time of the year he and the airport commission can showcase the airport to the community. The air show remains free to the public, and is sponsored by Price County Airport and the Phillips Area Chamber of Commerce. □

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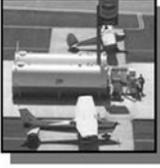
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Southern Illinois University Takes Home A Win At National Championships

CARBONDALE, ILL. – Students at Southern Illinois University (SIUC) Carbondale won the 2011 National Intercollegiate Flying Association Championship, May 21, at Ohio State University Airport. The team, called the “Flying Salukis,” consisted of 10 team members. Scoring 414 points, they won the

title by nine points over two-time defending champion University of North Dakota. This was SIUC’s eighth national title, and the first since 1985.

Placing fourth in 2010, the team finished second in the Region VIII championships in October, missing a fourth straight regional title by three points. Michael A. Carroll, a senior from Normal, Ill., one of three team captains, scored 121 of his team’s points himself n-- a total that by itself, tied him for ninth place in team scoring. Carroll was the top-scoring pilot in the nation and finished second for the national top pilot award. The win won Carroll a scholarship to complete his studies in aviation management.

David A. NewMyer, department chair, said the national title provides the university’s already nationally recognized aviation programs with “very visible evidence” that they are among the nation’s leading aviation degree programs. “The national championship allows us to celebrate our aviation students,” said NewMyer. “They are the very best and this kind of performance under pressure shows the winning Saluki spirit is alive and well.”

The team placed in all 11 events in the 27-team field. The Flying Salukis were first in the flight events and second to North Dakota in the ground events. There were seven ground events and four flight events. Ground events were computer accuracy, aircraft preflight inspection, simulator,



The winning team at Southern Illinois University-Carbondale.

aircraft recognition, simulated comprehensive area navigation (SCAN), crew resource management, and IFR (instrument flight rules) simulator. Flight events are power-off landing, short-field approach and landing, navigation and message drop.

In addition to Carroll’s overall performance, the squad won three individual titles. Taylor M. Breum, a sophomore in aviation flight from Lake Villa, Ill., won the short-field approach and landing; Ryan C. Veldman, a junior in aviation management and flight from Lexington, Ky., won the power-off landing event; and co-captain Daniel S. Harrington, a senior in aviation management from Monee, won the SCAN title.

After the Flying Salukis and North Dakota, Embry-Riddle Aeronautical University-Prescott was a distant third with 271 points, followed by Western Michigan University, 212, and host, The Ohio State University, 197 points.

The Flying Salukis’ assistant coaches are senior lecturer Bryan T. Harrison, assistant instructors Jeffrey D. Jaynes, Kevin M. Krongos, Sabrina J. Zwego, and Kim Carter, a senior lecturer and academic advisor.

The team competed in four Cessna aircraft, two Cessna 152s and two Cessna 172s, all owned by the University.

Flying Salukis, who also scored in events, were Scott A. Blair, a senior in aviation management from Bloomington, Ill.; David

T. Brown, a senior in aviation management from Chicago, Ill.; Ryan E. Buttney, a senior in aviation management from Lemont, Ill.; Daniel B. McMahon, a senior in aviation management from Edina, Mo.; Joshua T. Mech, a sophomore in aviation flight from Sheboygan, Wis.; and Samuel W. Oas, a senior in

aviation management from Villa Park, Ill.

Other Flying Saluki team members for the 2011 spring semester are Courtney L. Copping, a junior in aviation management and flight from St. Charles, Ill.; Kyle E. Hayes, a sophomore in aviation flight from Bourbonnais, Ill.; Justin E. Lopez, a sophomore in aviation flight from Bourbonnais, Ill.; Michael J. Szemplinski, a freshman in aviation flight from Geneva, Ill.; and George A. “Rusty” Wharton, III, a sophomore in aviation flight from Goodfield, Ill.

For more information on the Flying Salukis, contact Lincoln at 618/453-9250, or by email at nlincoln@aviation.siu.edu. More information on the University’s aviation programs is available at www.aviation.siu.edu/. □

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Part III

What Can We Do Nationally To Recruit & Retain Pilots?

by Jim Hanson

In previous issues of Midwest Flyer Magazine, CFII Jim Hanson began a discussion on “Student Starts & Pilot Retention,” which he wrote prior to the release of findings from research conducted by the Aircraft Owners & Pilots Association (AOPA). Many of Hanson’s observations dovetail with AOPA’s findings. For instance, AOPA concurs that there is a need for “social interaction” among pilots, that there is “pride and uniqueness” associated with being a pilot, and that aviation can be used to enhance the other things we do in life. AOPA’s findings also concur that there is a need for FAA reforms. Hanson now explores what we can do nationally to recruit and retain pilots.

We’ve explored what works, and what doesn’t. We’ve explored what we can do **LOCALLY**. I believe it’s time for some national policy changes.

We’ve become a victim of our own press. Back in the “Golden Age” of aviation, the 1930s, pilots were elevated to the status of national heroes. Major newspapers had “aviation editors,” and newsreels documented the comings and goings of aviation personalities: Earhart, Doolittle, Turner, etc. During World War II, the fate of entire nations fell upon what Churchill called “THE FEW” – those few pilots that initially staved off invasion, then took the war to the enemy. During the “Cold War,” people couldn’t wait to emulate their heroes; they learned to fly and bought airplanes in record numbers. The X-plane pilots WERE national heroes. Somewhere along the way, we lost our bearings; we told people that

“anyone can become a pilot;” that the new tricycle gear airplanes were so easy to fly that ANYONE could do it (*remember “Land-O-Matic” gear and “Para-lift flaps”?*). We tossed aside our leather jackets and wrist computer watches in an effort to “blend in” with the rest of the population, and look where it got us. Is it any wonder that pilots are no longer viewed as something SPECIAL?

The GOOD NEWS out of the bad news of declining numbers of pilots is that pilots are AGAIN becoming something special; only between 2% and 3% of the total population has **ever** been a pilot. Think about that. Nationwide, in a community of 20,000, only about 40-50 people have been pilots. Here’s another statistic. The population of the U.S. today is something over 300 million people. In 2009, there were just under 600,000 *active* pilots, including those who fly for a living. That means that in a room



Jim Hanson

with 500 people in it, there will only be ONE pilot, and that person will be YOU! Doesn’t THAT make you feel “special?” We need to recognize that flying ISN’T for everybody, and it never will be. Most people COULD be a pilot, but few actually *will* take the time to do it, and do it right.

Flight training. We do a fair job of teaching people to fly (more on that later), but we do a horrible job of teaching people to USE AN AIRPLANE. During Private Pilot training, every move the student makes is under the direction of the flight instructor: what maneuvers to do, weather limitations, where to go on a cross country. Students eagerly look forward to advancing to the next step. What happens when the newly-minted Private Pilot gets the rating? He/she gives the obligatory rides to friends and relatives, but soon exhausts those reasons to go flying. The new pilot moves on to the “Flight Breakfast” scene, flying somewhere for breakfast or the “\$100 hamburger.” They may be having fun with the airplane, and that’s as it should be, but they haven’t learned to USE the airplane. After a couple of years, they drop out.

We need to do more to keep their interest:

- Some people just like the learning experience. They need to be motivated to keep learning: check out in a new aircraft; or get an instrument rating, glider rating, seaplane rating, high-performance rating, complex aircraft rating.
- Some people DO just like to fly for the fun of it. They need to be taught that flying is fun for its own

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sake. My measure of whether something is fun is “would I do this all by myself, without others around?” We need to teach them how to get economy and utility out of an airplane: fly simple airplanes, use lower power settings, set attainable goals for yourself, split piloting costs with others. These are the perfect candidates for Light Sport Aircraft.

- For those that actually want to travel to other places, the FAA Private Pilot minimum requirements do them a disservice. The few hours of solo cross-country don't make them competent and confident about setting off on a cross-country. Think about it. How many new Private Pilots actually GO places more than 50 miles from home on a regular basis? We need to teach these pilots how to navigate with and without electronics, how to land at strange or challenging airports, how to obtain a weather briefing from a strange airport for a cross-country flight, how to go cross-country in weather or adverse terrain. A good way to include ALL of these scenarios is to do away with the old “three-leg student cross country” that we all did, and set out on a dual instruction cross-country flight that actually GOES somewhere. MOST Private Pilots will tell you “I learned more about cross-country flying AFTER I got my Private Pilot Certificate than I did BEFORE I got the certificate,” and that shouldn't be. Do away with the “ded (deductive) reckoning” calculation, pick up an instructor, and go to a place beyond the out-and-return range of the aircraft, so the student learns the real world practice of managing and purchasing fuel, instead of filling the aircraft tanks before every flight, of obtaining ground transportation, hangar accommodations, weather briefings. Make sure part of the trip is conducted at night, and at low but safe altitudes simulating adverse weather, with a diversion to an alternate thrown in for good measure.

- In the past, most of us were defined by our job or hobby — “I'm a pilot;” “I'm a fisherman;” “I'm a golfer;” “I ride horses.” In today's multi-tasking world, we do many things, not just fly airplanes. We may get up and go fishing in the morning, get in a round of golf, ride horses, then make dinner plans. Flying airplanes competes with many other activities that our parents could only dream of, and that our spouses felt took time away from the family. Educate pilots about how flying can make their OTHER activities more fun. Does the pilot like to fish? Ski? Go to a lake? Antiques? A special place to go with the family? Show him/her what is available within the range of the airplane. This has the added benefit of making the family *part of* being a pilot, instead of the pilot competing with family activities for time. The utility of the airplane also has a side benefit in the new pilot BUYING an airplane. Want proof? Look at the ads for boating, or RVs; they show the family having a good time *together*.

- Increasingly, people learning to fly do so as a “career.” To address their needs, you need to keep up-to-date on career choices. Be sure you have current information – information only a couple of years old

may be hopelessly out of date. We often have people that would like to pursue flying as a career, but tell us “I can't be a pilot because I don't have 20/20 vision,” or “I'm too old;” the airlines only take people in their 20s,” or “I don't have a college degree” or “The airlines only hire military pilots,” or “I've heard the airlines are not hiring due to financial reasons.” Give these people the truth as best you know it, but don't guess. Most of the excuses for not being able to pursue an aviation career are based on out-of-date information; even someone out of aviation only a couple of years will likely NOT have it right in today's world. In each of the scenarios listed above, there has been an opportunity for a pilot that is *prepared* when an opening exists. Airline requirements have changed dramatically, and the need for new pilots is predictable. Make sure career-oriented pilots know that the airlines are NOT the only game in town. There are many aviation careers they may never have thought of.

The takeaway: There are many reasons to learn to fly. Instead of simply teaching people to fly and then casting them out to discover for themselves, what to do with their new skills, we need to identify their needs and help them fulfill them. We need to integrate flying into their other activities. I tell people, “If you can't find something to do within the 500-mile unrefueled range of a GA airplane, perhaps flying is not for YOU. I would suggest perhaps an ANT FARM?”

In the October/November 2011 issue, we will discuss what FAA reforms are needed to help recruit and retain pilots.

EDITOR'S NOTE: Jim Hanson is the long-time fixed base operator at Albert Lea, Minnesota. He has run multiple FBOs, and is rated in airplanes, helicopters, gliders, balloons, single and multi-engine seaplanes, and six types of jets. He has owned 538 airplanes in his 48 years of flying, and has no accidents or incidents in his 30,000 hours aloft. Jim recognizes that these statements may not sit well with some members of the aviation community, but they are offered as part of a dialogue with national aviation organizations to help stop the erosion of student starts and pilot dropouts in promoting aviation. Jim says, “The best part about getting old is that you don't care WHO you offend!” If you'd like to give him a piece of your mind, you can contact him at jimhanson@deskmedia.com. □

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In The Land of Lincoln...

Abraham Lincoln Capital Airport, Springfield, Illinois

Abraham Lincoln Capital Airport is located in the heart of Sangamon County, Illinois, approximately 3 miles north of the city of Springfield, Illinois. The original development at Capital Airport was initiated in 1946 and completed in 1947 as the result of a cooperative effort between the federal Civil

Aeronautics Administration and the Springfield Airport Authority. Primary federal interest in the development was based on the Defense Landing Area program which was a World War II program designed to assist communities in developing airport facilities, which could readily be taken over for defense purposes if conditions of national security warranted such a need. Many airports constructed under this program were used for military purposes during World War II and, following the war, were returned to the local public sponsor for operation. Capital Airport has never been operated as a military facility except for Air National Guard operations, but that option is still available.

Today, Abraham Lincoln Capital Airport covers over 2400 acres and has three runways: 4/22 is 8,001 by 150 feet of concrete; 13/31 is 7,400 by 150 feet of asphalt; and 18/36 is 5300 by 150 feet of asphalt/concrete. Runway 4/22 and 13/31 have Category I ILS approaches.

In 2005, the airport's official name was changed to honor a long-time Springfield resident and the 16th President of the United States, Abraham Lincoln.

Three airlines currently serve the airport: American Eagle, United Express, and Direct Air.

For pilots looking for an airport restaurant, try the "Subway Restaurant," open daily in the main terminal, serving breakfast, lunch and dinner.

Hertz, Avis, Budget, National, Alamo and Enterprise car rental companies are also located in the main terminal building.

Abraham Lincoln Capital Airport is home to the 183rd Fighter Wing of the Illinois Air National Guard. There's a Centralized Intermediate Repair Facility (CIRF) to repair and maintain General Electric F110 turbofan engines for F-16 aircraft assigned to Air National Guard and U.S. Air Force units.

There is a lot of general aviation presence at the airport,



Abraham Lincoln Capital Airport

including 151 T-hangars and eight (8) larger corporate hangars.

StandardAero is one of the largest independent aircraft maintenance, refurbishment and overhaul (MRO) service businesses in the world, and their facility at Abraham Lincoln Capital Airport provides complete and comprehensive services

on many corporate jet aircraft, including engines, auxiliary power units, airframes, avionics, and interiors.

There are plenty of airport development projects underway including construction of a new main entrance to the Illinois Air National Guard base, and replacement of the perimeter fence with a 10-foot fence to enhance wildlife protection and airport security. Two feet of the fence will be buried underground to prevent burrowing by animals.

Abraham Lincoln Capital Airport has an energy savings performance contract project underway to replace aging HVAC systems with state-of-the-art HVAC equipment, and upgrade interior and exterior lighting with energy efficient and LED fixtures. The project also includes an automation system for buildings, boiler replacement and various other water conservation projects. Plans are also underway to install a second jet bridge at an airline-boarding gate to accommodate larger commercial carriers and increase passenger traffic in the main terminal. The airport has also recently received bids to start the first phase of a major general aviation ramp rehabilitation project in the airport's north quadrant.

Other tenants include McClelland Aviation Company, Inc. (www.mcclellandaviation.com); and Landmark Aviation (www.landmarkaviation.com).

For those interested in the life and times of President Abraham Lincoln, there is a plethora of places to visit. The Abraham Lincoln Presidential Library & Museum, Lincoln's Home, Lincoln's New Salem State Historic Site, and Lincoln's Tomb, are just a few places to visit. Visitors to the Old State Capitol and the Lincoln-Herndon Law Offices can see first hand where Lincoln worked.

Other attractions include the Dana Thomas House designed by nationally acclaimed architect, Frank Lloyd Wright, the Thomas Rees Memorial Carillon, and the Vachel Lindsey Home (www.visit-springfieldillinois.com).

Mark Hanna has been the executive director for the Springfield Airport Authority at Abraham Lincoln Capital Airport (SPI) since January 2007. From 1998 - 2007, he served as the Airport Director for the City of Quincy, Illinois at the Quincy Regional Airport/Baldwin Field (UIN). Hanna started his career in airport management as an assistant airport manager intern at Rusk County Airport in Ladysmith,



Mark Hanna

Wisconsin, during his final year of college. After graduating from the University of North Dakota he served as an instructor for the North Dakota Army National Guard before taking a position at Mason City Municipal Airport, Mason City, Iowa.

Mark Hanna holds a Master of Business Administration from Quincy University, Quincy, Ill., and a Bachelor of Business Administration with majors in airport administration and management from the University of North Dakota, Grand Forks, N.D.

Hanna is married and he and his wife have two sons. □

Blake, Lung, Rieser & Timmons Inducted Into Illinois Aviation Hall of Fame!

SPRINGFIELD, ILL. – AOPA Great Lakes Regional Representative, William L. Blake; co-founder of the Ogle County Pilots Association, Francis N. Lung; the longest standing manager at a public airport in Illinois, Robert A. Rieser; and Jet Air founder, Harrel W. Timmons of Galesburg, Illinois, have been named to the Illinois Aviation Hall of Fame.

Investiture ceremonies to the hall of fame concluded the events of the Illinois Aviation Conference, May 25, 2011, at the President Abraham Lincoln Hotel & Conference Center in Springfield.

William Blake began flying at the University of Illinois Institute of Aviation. He is a graduate of the University of Illinois, and was an officer in the U.S. Army flying OH23 and CH 34 helicopters. Blake was chairman of the Greater Peoria Airport Authority, executive director of the Illinois Aviation Trades Association, an original member of the LifeLine Pilots' Advisory Council, and served on the board of directors of the National Association of State Aviation Officials. From 1992-99, Blake was director of the Illinois Division of Aeronautics and is a lawyer in the state of Illinois.



Francis Lung co-founded the Ogle County Pilots Association in 1975, and in 1978, helped establish the Ogle County Airport (C55), which was named the Illinois



Private Airport of the Year in 2007.

Robert Rieser has managed Aurora Municipal Airport since 1978. Under Rieser's leadership, the airport has grown to support 27 businesses and their 400 employees, which will increase after HondaJet Midwest breaks ground on its new multi-million dollar sales and service center in July 2012. Rieser has served on the Illinois Aviation Forum and twice as chairman of the Illinois



Public Airports Association.

Harrel Timmons established a fixed base operation in Galesburg, Illinois in 1969, which is now called "Jet Air." In 2009, Timmons flew a Cessna Citation 500 over the Arctic Circle to deliver it to the Aeronautics Program Ljungbyhed in Ljungbyhed, Sweden. Harrel serves on the boards of directors for both the National Stearman Fly-In and the Stearman Foundation. □



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Duluth Sky Harbor Airport... Serving A Specific Need For GA

DULUTH, MINN. – When you look at an aeronautical chart and see three airports within close proximity to one another along a border between two states, one may conclude that they are a result of wasteful government spending. But that's not necessarily the case in the Duluth, Minnesota/Superior, Wisconsin area. Rather, there are three airports serving three distinct purposes: Duluth International serving the airlines and Air National Guard, as well as Cirrus Design; Richard I. Bong Airport in Superior, Wisconsin, serving general aviation; and Duluth-Sky Harbor Airport, Minnesota's premier seaplane base, which also has a runway.

Along with the floatplane dock, Sky Harbor has a seaplane ramp for easy transition to and from the water for amphibious and straight float aircraft. The concrete ramp is covered with non-abrasive strips so that floats will not receive damage and allow the plane to pull right up onto it. Once the floatplane is up on the float ramp and shut down, Sky Harbor offers a hydraulic floatplane trailer that is attached and operated from a John



Don Macor with his "Seabee" amphibious aircraft at Duluth-Sky Harbor Airport.

Deere tractor. This allows the aircraft to be pulled up and out of the water and placed in a hangar or a paved tie-down spot.

Duluth-Sky Harbor Airport is home to about 30 based aircraft with about half being seaplanes. Of all the seaplanes based there, there is only one amphibious aircraft (floats with retractable wheels). Most of the remaining seaplanes based there will transfer between floats, wheels, or skis depending on the season and all come out of the water after every operation. Many transient straight float aircraft come to Sky Harbor for float changes every year. Jonathan Aero, an aircraft maintenance business at Sky Harbor,

does most of the float changes, and other aircraft maintenance. While many of the aircraft owners will switch between wheels and floats, there are some that keep their aircraft on straight floats and rely on Sky Harbor's seaplane base.

Along with Jonathan Aero, there are other aviation-based businesses that operate out of and depend on Duluth-Sky Harbor Airport.

Hangar 10 Aero is a Poly-fiber Aircraft Coating distributor and a Rans aircraft dealer.

Hatz Bantam Light Sport Biplane has plans and parts for its aircraft.

While Lake Country Air Service will spend most of the summer season in Hackensack, Minnesota, the company will also operate in early spring and late fall out of Sky Harbor.

Lake Country Air Service stores their straight float Beaver at Sky Harbor for the winter.

There is a private group that operates and bases two straight-float Beech 18s out of Sky Harbor. Twenty-two weeks a year they fly up to Canada and purchase many of their supplies in Duluth and all of their fuel at Sky Harbor.



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Sky Harbor Airport - Duluth, Minn.

Lake Superior Helicopters also operates out of Sky Harbor with their sightseeing tours of the Duluth area during the spring, summer, and fall seasons. Many people who come down to Park Point take advantage of this unique opportunity to see the northland from the air.

Sky Harbor is a point of entry to and from Canada and offers customs at the airport. Sky Harbor's location next to the sea port is convenient for customs to come down and meet the aircraft. The majority of the aircraft flying internationally in and out of Sky Harbor are seaplanes and would not be able to use Superior's Bong Field to the south.

Local pilots Jack Brockway and William Neukom started Sky Harbor in 1939 because they wanted a convenient location in Duluth to operate their floatplanes. In 1960, the individual who operated the airport passed away and the airport was abandoned. Fortunately, some prominent businessmen who were pilots convinced Don Macor, the airport manager and a mechanic and flight instructor at the Superior airport at the time, to manage Sky Harbor and he brought the airport back to life.

The City of Duluth took over the airport in 1963 and a couple of Twin

Cities flight instructors started a new flight school called "Sky Harbor Aviation." Macor recalled that the new flight school bought three new Piper Cherokees and business was very good. Macor then moved back to the Superior airport and once again managed the airport until 1969, and eventually moved back to Sky Harbor. Macor still has a hangar and several aircraft at Sky Harbor, including a "Seabee" (he has been flying Seabees since 1960). Macor, 82, is now officially retired, but still enjoys doing a little "fabric work" from time to time.

Macor soloed in a J-3 Cub in 1952 in Superior, and bought a Cub for \$400. He completed his Private in 1953 at Minneapolis-Crystal Airport while employed at North Central Airlines as a mechanic working on DC-3s. He completed his Commercial Pilot Certificate and Instrument Rating on the GI Bill in 1954-55 and became a first officer for North Central Airlines flying DC-3s until moving back to Duluth.

Sky Harbor was just a seaplane base until a sod runway was constructed in 1954 and paved in 1963. It wasn't until 1985 that a parallel taxiway was constructed due to heavier traffic. Today, Sky Harbor

has a 3050-foot paved runway (14/32) and two water runways (13/31, 9/27). Sky Harbor offers amenities such as paved tie-down spots for daily and monthly parking, towing for seaplanes in and out of the water, assisted service 100 low-lead fuel, 24-hour access to the general aviation building for the weather computer and restrooms, and much more.

Operations based on the 12 months ending 8/31/2008: 13,900 total operations, including 800 air taxi operations, 11,000 local general aviation operations, and 2,100 transient operations.

Sky Harbor is financially self-supporting from an operations standpoint. In 2010, Sky Harbor sold 19,470 gallons of 100LL avgas.

Duluth-Sky Harbor Airport had an economic impact of \$1,648,117 and 33.81 jobs countywide in 2009 (University of Minnesota Economic Impact calculator for Minnesota airports).

Sky Harbor is also home to the Duluth Aviation Institute (<http://www.duluthaviationinstitute.org>). The airport also opens its doors to the community for such events as the Park Point 5K run in July. Sky Harbor has also been host to fly-ins in the

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Award-Winning Fixed Base Operators Enter Joint Venture

Wisconsin Aviation, Inc., with facilities in Watertown, Madison and Juneau, Wisconsin, and Executive Air, located at Austin Straubel International Airport in Green Bay, Wisconsin, have announced a new partnership to expand air charter services in Green Bay, Wisconsin.

Through this agreement, Green Bay customers will have full access to the largest air charter fleet in the state with more than 20 aircraft operated by Wisconsin Aviation. The aircraft range in size from single-engine piston aircraft to large-capacity, executive jets. The joint



(L/R) Mark Jaraczewski of Executive Air, Green Bay, Wisconsin and Jeff Baum of Wisconsin Aviation, Inc., Madison, Wisconsin.

venture is designed to help grow aviation in Wisconsin by making more options available to more potential users.

Wisconsin Aviation celebrates 30 years as an established leader in the general aviation community and is recognized as the premier full-service fixed-based operator in Wisconsin. Executive Air was established in the late 1960s and did major expansions of facilities in 1997 and 2004.

Both businesses are past recipients of the "Wisconsin Aviation Business of the Year Award," presented annually by the Wisconsin Aviation Trades Association. □

International Learn-To-Fly Day At Wisconsin Airports

The International Learn-To-Fly Day was first announced during EAA AirVenture Oshkosh in 2009, and on May 10,

2010, the United States House of Representatives



Don Winkler

provided support for the event by passing a resolution entitled, "International Learn-To-Fly Day." With this action, Congress officially designated the third Saturday of May as the annual date for this event to be held throughout the country.

Wisconsin Aviation, Inc. with locations in Watertown, Madison, and Juneau, Wisconsin, held concurrent Learn-To-Fly events on May 21, which included introductory flight lessons for \$69, airplane rides for \$20, seminars on becoming a pilot, and an informational walking tour of the airports. □

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LOWER LEFT PHOTO - EAA Chapter 272 members (L/R): Larry Besser, Jim Johnson, Alan White, Dennis Peterson, and Jack Culley.



TOP RIGHT PHOTO - William Amorde stands in front of a mural by artist Brian Olson of Major Richard I. Bong and his fiancée at the time and later his wife, Marge Vattendahl, in the new terminal building named in Amorde's honor at Richard I. Bong Airport (SUW), Superior, Wisconsin.



LOWER RIGHT PHOTO - A P-38 Lightning on display at the "Richard I. Bong Veterans Historical Center."

Greatness Finds Company...

Richard I. Bong Airport & The William Amorde Terminal

SUPERIOR, WIS. – The City of Superior, Wisconsin, named its airport and its airport terminal building after two aviators who have contributed greatly to aviation – World War II Medal of Honor recipient Richard I. Bong, and airport manager, fixed base operator, and aviation educator, William (Bill) Amorde.

Amorde is president of Twin Ports Flying Service and manager of Richard I. Bong Airport (SUW). Amorde received his Private Pilot Certificate in 1963, and today holds all certificates and ratings through Airline Transport Pilot Certificate. He is also an FAA Designated Pilot Examiner. He gave 3,723 flight tests from 1976 to 2005.

Amorde founded Twin Ports Flying Service in 1966 at age 23. The company has trained more than 3,000 pilots to date. He has been manager of Superior's Richard I. Bong Airport since 1969. Amorde has made numerous improvements to the airport over the years, including extending

Runway 13-31 from 3,000 to 4,000 feet, constructed a new 5,100-foot runway (3-21), and replaced the entire ramp.

With no airport staff other than himself and the Twin Ports Flying Service staff, Amorde has made sure that Richard I. Bong Airport has enjoyed a long history of continuously open service, even during the harsh winters Superior is known for.

Amorde has conducted flight training for the *Air Force Reserve Officer Training Corps (AFROTC)* programs at the University of Wisconsin-Superior and the University of Minnesota-Duluth, as well as for Marine ROTC. He has also provided flight instruction for the Lake Superior College aviation program in Duluth, Minnesota.

Amorde's promotion of aviation includes organizing flying clubs, such as Great Lakes Flying, Inc. (with a Great Lakes biplane), Superior Sailplanes, Inc., and Lake Superior Balloon, Inc. Many local schools have

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benefited with tours of the Superior Airport conducted by Amorde.

EAA Chapter 272 has also benefited from Amorde's support over the years from assisting with fly-ins and EAA Young Eagles flights, to the construction of a new EAA Chapter hangar and club house at the airport. EAA Chapter 272 has provided more than 3,300 Young Eagles flights to date.

In recognition of Amorde's dedication to Richard I. Bong Airport and its tenants, and his contributions to aviation, the City of Superior named the airport's new terminal building after him.

The airport was named after Major Richard Ira Bong (September 24, 1920 – August 6, 1945) following World War II. Bong is the United States' highest-scoring air ace, having shot down at least 40 Japanese aircraft during World War II. He was a fighter pilot in the U.S. Army Air Forces (USAAF) and a recipient of the Medal of Honor. All of his aerial victories were in the P-38 Lightning. On the outskirts of Superior, Wisconsin, near the Superior harbor on Lake Superior – a short distance from the airport – is the "Richard I. Bong Veterans Historical Center." A P-38 Lightning that has been restored

to resemble Bong's aircraft is on display, as well as many World War II artifacts. The audio-visuals at the center provide a complete overview of Bong's life and World War II (www.bongheritagecenter.org).

For additional information on Richard I. Bong Airport and Twin Ports Flying Service, contact William Amorde at 715-394-6444, or email bill.amorde@twinportsflying.com (www.twinportsflying.com).

For ground transportation contact "Call Me A Cab" at 218-428-3838, or Enterprise Car Rental at 715-395-9900. □

LET'S FLY & DINE

The Upper Deck... For Quick Turnarounds or Leisurely Dining!

SUPERIOR, WIS. – Wisconsin is known for its airport restaurants, but most are located in southern Wisconsin. One restaurant in northwestern Wisconsin is the "Upper Deck Restaurant & Lounge" at Richard I. Bong Airport in Superior, Wisconsin (SUW).

Owner Ron Goble purchased the restaurant in 1998 after operating a number of highly successful restaurants in the area. Goble has been in the restaurant business since he was 17. Three members of his current staff have been with him for more than 30 years.

The restaurant was originally an aircraft hangar with a small restaurant on the second floor. Over the years, the entire hangar was converted to the restaurant that is operated today,



Ron Goble, owner and chief cook at the Upper Deck Restaurant & Lounge, located on Richard I. Bong Airport (SUW) in Superior, Wisconsin.

which is all on the main level. The Upper Deck has a banquet room, ample parking for cars and planes, and is handicap accessible. Up to 65 people can be seated for banquets, parties and business functions. Catering is also available.

The restaurant has a daily buffet, and a full menu for breakfast, lunch and dinner. There's a Sunday breakfast buffet and monthly specials. For those not flying, cocktails are available.

"We are not a trendy restaurant, but we offer good food, friendly service, reasonable prices and pride ourselves in having a casual, hometown-type of atmosphere," says Goble.

Breakfast is always a favorite of pilots, especially on the weekends. Get a short or tall stack of buttermilk pancakes, golden crisp Belgian waffles or French toast made with Texas bread. Eggs, hash browns, sausage links, ham and bacon, toast, English muffins, cinnamon rolls, and oatmeal with cinnamon and brown sugar, all come ala carte. A children's

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menu is priced for the proportions served. There are breakfast combinations, chef's features, and omelets.

Sandwiches and platters include the "Upper Deck Clubhouse;" grilled Reuben; the Monte Cristo with ham, turkey and American cheese; the French dip; barbecue chicken sandwich; pork tenderloin sandwich; the jumbo burger; and popcorn shrimp and chicken strip platters.

There are classic hot sandwiches of tender ham, roast beef, turkey and pork served on fresh bakery bread, then topped with real mashed potatoes.

For dinner, try the Upper Deck's ginger cream or barbecue chicken, roast beef or pork, a ham dinner, old

fashion liver and onions, fresh fruit or cream pie, pie alamode, filet mignon, t-bone steak, steak and shrimp or steak and lobster, barbecue spare ribs, steak and ribs, or prime rib, bacon ranch chicken, Chicken Kiev, fried chicken, Atlantic cod, or large walleye.

Or how about some pickled herring appetizers, or the Upper Deck's fabulous salad bar, the grilled chicken Caesar or chicken oriental salad.

Daily specials will ensure quick turnarounds, including beef stroganoff and chicken kabobs for lunch, and meatloaf, cabbage rolls, popcorn shrimp, tuna casserole, and barbecue kielbasa for dinner.

I know what you are thinking. How can an airport restaurant have

such a large and diverse menu? Don't think about it. Just make the flight to Richard I. Bong Airport in Superior, Wisconsin and enjoy! And while you are there, take time to tour the new William Amorde Terminal Building, then call ahead and ask Bill himself to arrange for ground transportation to the "Richard I. Bong Veterans Historical Center," featuring a P-38 Lightning like the one flown by Medal of Honor recipient, Major Richard I. Bong during World War II.

For additional information on the Upper Deck Restaurant & Lounge, call 715-395-8376. Open for breakfast, lunch and dinner, Tuesday thru Saturday, 8 am to 9 pm; and Sundays, 8 am to 8 pm. □

Wicks To Cosponsor Youth Gateway To Aviation

CAHOKIA, ILL. – Wicks Aircraft Supply of Highland, Illinois, suppliers of everything an aircraft homebuilder

needs, is cosponsoring "Youth Gateway To Aviation," a program for Boy Scouts to explore aviation. The event will be held October 8, 2011 from 9 am to 3 pm at St. Louis Downtown Airport in Cahokia, Illinois. The oldest federally approved

aviation school in the country, Parks College, and the Boy Scouts Lewis & Clark Council, are also involved in the event.

For more information, contact Susan Bloomfield at 314-910-3555, or email blooms@slu.edu. □

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Christopher Roy, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

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Why Not Adopt Your Airport??

by

Christopher Roy

Director

Minnesota DOT

Office of Aeronautics



Christopher Roy

The Mn/
DOT
Office of

Aeronautics has
a program for
airports and their

communities called "Adopt-An-Airport." Any public-use airport in Minnesota is eligible to participate in the program. It provides a means by which communities may become involved in their local airports and assist in the maintenance and beautification of airport facilities.

The Adopt-An-Airport program involves an airport agreeing to participate in the program and becoming available for adoption. Local civic and community groups or individuals can adopt the airport which means they volunteer their time to assist the airport manager or operator with activities mutually agreed upon.

The Minnesota Adopt-An-Airport Program promotes increased awareness of the advantages and social and economic impacts that

airports have on their cities. It serves to educate the community about aviation and aviation careers and promotes understanding about what activities take place at an airport.

Both the airport and its volunteer groups receive signs indicating their participation in the program that are placed in a very visible location such as the entrance to the airport. The signs promote the program to the public and give recognition to the volunteer groups.

For information or participation in the Adopt-An-Airport program, please contact the Adopt-An-Airport Coordinator, Janese Thatcher at 651-234-7183, 800-657-3922 or e-mail: janese.thatcher@state.mn.us.

With that in mind you might ask, are there any benefits to adopting my airport? The answer is, absolutely!

Benefits to the volunteers:

- Increased awareness and more support of the airport.
- Provides opportunities to learn about aviation and what takes place at the airport.
- Recognizes the volunteers by name in the community as supporting the airport.
- Provides very positive and unique free publicity.

Benefits to the airport:

- Fosters better relations with their communities and local individuals.
- Helps to beautify the airport and facilities.
- Builds increasingly stronger grassroots support.
- Increases potential for more customers at the airport.
- Increases attractiveness of the airport for the community and the airport tenants.
- Gives positive publicity to the airport.

Benefits to the community:

- Gives positive publicity to the community.
- Provides a source of joint activity for the good of the community.
- Get's people interested in flying and in various career fields in aviation once they are exposed to it.
- Helps area citizens to understand how important and valuable the airport is to their community.
- Excites and motivates groups and individuals to do something positive and important for the airport and the community, because the airport IS the community's "front-door" to the world.

Now, contact your airport manager and get started adopting your airport! □

Your Freedom To Fly

Pilots must remember to be thorough and responsible from preflight planning to tie-down for the day.

MTRs *

VFR pilots must take particular notice of where they are flying when
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simply flying for the fun of it. It is possible that your unplanned route of flight will take you across Military Training Routes (MTRs) or into Special Use Airspace (SUA) like Military Operations Areas (MOAs) and Restricted Areas. Thus before you takeoff, it is strongly suggested that you look closely at your sectional

to see if there are MTRs or any SUA along or near any likely route of flight you might choose to take. Remember that if you are uninformed about where Special Use Airspace is located and which airspace is active, you are putting *yourself* and others in potentially serious danger.

MTRs, MOAs and Restricted

Areas are identified on sectionals. MTRs are shown as gray lines with an overlaid designation like VR or IR, followed by three digits like VR 103 (military training **VFR** below 10,000' MSL and speed in excess of 250 knots), or IR 121 (military training **IFR** below 10,000' MSL and speed in excess of 250 knots). Look closely at your charts to verify where low altitude VR and IR routes are located in relation to your desired flight route. While the MTRs generally indicate the route military aircraft may be flying, it *does not* mean they are flying "inside" the gray line itself.

MOAs

MOAs are outlined with a solid magenta line and equally spaced hash marks along the inside edge of the solid line. The Aeronautical Information Manual states, "*MOAs consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA if IFR separation can be provided by ATC. Otherwise, ATC will reroute or restrict nonparticipating IFR traffic.*"

You can transit a MOA when VFR, however, it is urged that you go around if at all possible, or go under that airspace if the base of that block of airspace allows safe transit below it. It is further advised that if you plan to transit a MOA VFR, you should advise ATC when 100 miles out and check to see if the MOA is HOT (active) or COLD (inactive) and if you can safely transit that airspace.

General aviation pilots should understand that military pilots training in SUA such as MOAs and along MTRs, are in a max-task mode. In other words, they are training as if the situation at hand *is* the real thing.

During the mission, military training pilots not only have several hundred buttons, dials and switches to handle in the cockpit, but also have



F16 Fighting Falcon

USAF 2010

multiple radio frequencies to monitor. That is happening while "attacking" another aircraft or ground targets, or preventing their own aircraft from being "attacked" from the air or ground, and while accomplishing very specific mission objectives. While all this is taking place, they are closely monitoring their rapidly changing fuel and aircraft status, constantly changing altitude and speed, as well as area meteorological conditions.

Restricted Areas

Restricted Areas are shown on sectionals outlined by a thick blue line with hash marks on the inside of the area surrounded by the blue line. You will also see a designation like R-4301 inside the designated Restricted Area.

It is important to be aware of the difference between MOAs and Restricted Areas. MOAs often contain aircraft flying in a variety of formations and groupings, maneuvering at high speed both vertically and horizontally, and intercepting or "attacking" other aircraft. They most often fire electronic simulated weapons, and have cameras that send scores and photos to the aircraft and to controllers on the ground.

Restricted Areas contain aircraft moving at various speeds and firing *live* weapons or dropping *live* ordinance on ground based targets. In addition, live firing from the ground can take place as artillery is fired up into the air at targets perhaps miles down range. Thus before flying into Restricted Area airspace, you must

verify (for your own safety) that the space is "cold."

The FAA's Office of the Chief Counsel for Regulations represented by Rebecca B. McPherson states (as of 23 Nov 10) that, "a clearance is not required to operate VFR through a restricted area when the controlling or using agency, as applicable, has made a determination that the restricted area is 'cold.'" Thus if the restricted area is inactive, you can fly through it safely. But if it is "hot," you must go around that airspace.

When ATC as the controlling or using agency, advises a pilot that the Restricted Area is "cold," that VFR pilot may legally enter and transit that select airspace." McPherson further states, "*however, the ATC communication is not an air traffic control clearance, permission, or authorization to operate VFR in that airspace.*"

Before You Fly

When you take the time to thoroughly plan before you fly and fully review your route of flight with all the proper charts, you will see where or *if* you might enter military training airspace. If you do cross MTRs, MOAs, or any military airspace, do like the fighter pilots often do and turn on all your exterior lights to help make your aircraft more visible to the fast movers and other aircraft, and keep your head up and on a swivel, looking for other traffic.

Jeff Flynn,** Aviation Representative with the Minnesota Department of Transportation, Office of Aeronautics, said "*Information about Special Use Airspace is located in the Information tab of the sectional chart. There you can see the scheduled times the space will be hot or active.*" He continued, "*But a call to Flight Service is always a good idea, however, you have to ask for the information about SUA. It is not just assumed or given in a general briefing.*"

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Aeronautics Report

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This Just In: The New Wisconsin Airport Directory & Pilot's Guide

by Jeffery Taylor

WisDOT Aviation Consultant

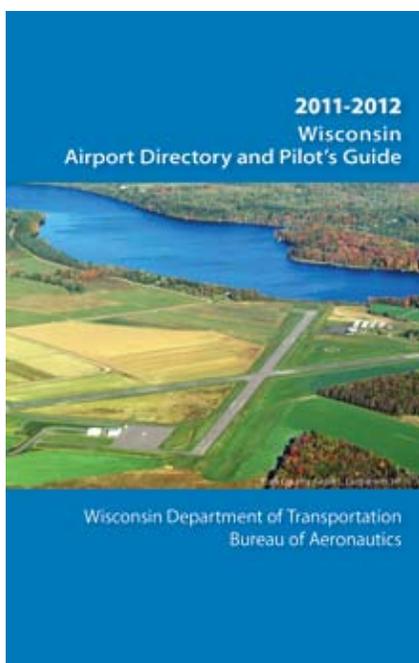
The 2011-2012 Wisconsin Airport Directory and Pilot's Guide has arrived from the printer. Beyond updating information at each of the 133 airports open to the public in Wisconsin, this edition includes many changes and new features.



Jeff Taylor

Most obvious is the transition to color aerial photos of all public-use airports. All of the aerial images are from July 2010, providing the most up-to-date imagery ever used. Also, for the first time, the directory includes many "seaplanes bases." Another cosmetic but significant change is the binding, which is now side-spiral-bound, instead of top-bound.

In addition, at airports where an AWOS-3 is located, notations signifying the special features of that system have been added. If a "P" is listed, it means this system will report precipitation identification and intensity, which is always



useful information with Wisconsin's challenging weather. If a "T" is noted, it means a system that also provides thunderstorm reporting.

In keeping with modern electronics, an iPad version is available where the entire directory is available as one PDF file with bookmarks, so you can easily jump to the page you want. Or you can find an

individual page at our website: <http://www.dot.wisconsin.gov/travel/air/airportdirectory.htm>.

Updates are made often between printed editions, so check back frequently. As an example, one significant change occurred after we sent this edition to the printer: Marshfield (MFI) Runway 4-22 has changed to 5-23.

Directories will be mailed to aircraft owners who have paid their annual registration fee. They can also be purchased at your local fixed base operator, or directly from WisDOT by sending \$3.00 to:

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If you have an idea to improve the directory, please contact:

Jeff Taylor
jeffery.taylor@dot.wi.gov
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Taking A Long, Strait Look At Wisconsin's Airports

At the Wisconsin Department of Transportation's Bureau of Aeronautics (WisDOT BOA), Mary Strait will be the first to admit she can't tell you all the details of improvements planned at your airport. Your airport's BOA project manager can do a much better job of that. But she can give you the "bird's eye" view of what's planned at your airport and at all the 98 airports in Wisconsin, qualified to receive federal and state aid for improvement projects. Mary can also tell you what other improvements you may want to consider, how and when they could be funded, and what steps need to be taken to get the improvements going.

Mary became the BOA program engineer in 1993. Her one-sentence job description: *Work with airport owners to identify and prioritize improvement needs, then look for ways to fund those improvements in keeping with FAA and state guidance.*

Much of her involvement with airport projects comes early in the development process. She works with the airport owner (i.e. municipality) to develop a five to 10-year improvement plan. The airport owner makes the formal funding request for any or all of the items in the plan via passage of a petition resolution. Mary and others at BOA analyze the request to make sure it qualifies for funding. Then, Mary will put the validated project requests in the bureau's improvement program, making adjustments based on available funds.

To make these funding decisions, Mary uses a priority rating system, which assigns point values to each item based on the level of activity at the airport and the improvement desired.



Mary Strait

From there on, the bureau's airport project manager is the airport owner's main contact, but Mary is often still involved in BOA discussions concerned with project progress and scheduling. And of course, the airport owner needs to fine-tune their long-range plans with her, as the airport's needs change.

Wisconsin is a block grant state; meaning BOA manages the improvement program for general aviation airports on FAA's behalf. Mary Strait works with the FAA Airports District Office to determine project eligibility and identify airport needs and funding strategies for both air carrier and GA airports.

Along with making the best use of existing federal and state funds, Mary works with the FAA to identify projects that could qualify for additional federal discretionary funds, which are distributed nationally on a project-by-project basis. Sometimes this process includes communicating airport needs to Congress and other government officials. Mary also keeps track of the federal and state airport funding bills, since funding is often the critical path to project accomplishment.

Before coming to BOA, Mary Strait worked for 11 years as design engineer

in WisDOT's highways division. There, she managed Interstate, state highway, and local road and bridge projects, with improvements ranging in complexity from bridge overlays to a brand new Interstate highway interchange. Most of the projects were WisDOT-designed, so she was involved in all aspects of project development: environmental analysis, agency coordination, geometric design, right-of-way plat development and plans and specifications preparation. She spent time in the field monitoring construction projects, where she tracked project details both small and large including making sure the contractor placed the sod ditch lining "green side up!"

Mary Strait's highways background serves her well at BOA, and her engineering knowledge provides her a solid, general understanding of project development. In turn, her project management experience complements her program management experience.

Mary Strait holds a Bachelor's Degree in Civil Engineering from UW-Madison. She is registered as a Professional Engineer in the state of Wisconsin. Her husband, David Strait, is a mechanical engineering manager at TomoTherapy in Madison. They have two daughters: one in college, the other preparing to start college in the fall. Mary spends much of her free time in music and church-related activities, and does voluntary service, playing classical guitar for terminally ill patients at HospiceCare Inc. Whether at work in BOA or as a volunteer in her community, Mary Strait is dedicated to keeping Wisconsin's aviation community operating efficiently, helping to ensure a smooth landing. □

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SPORT PILOT – LIGHT SPORT AIRCRAFT



Rotax 912 Series Engine Operation & Maintenance Concerns: An Interview With Brian Meyerhofer of Leading Edge Air Foils

by Ed Leineweber

For longtime Lycoming and Continental aircraft engine flyers like me, one of the most surprising stories to come out of the Sport Pilot/Light Sport Aircraft movement is the dominance of Rotax engines in factory-built Special Light Sport Aircraft (S-LSA). By all accounts, this remarkable family of powerplants has cornered about 80% of the market, with Continental a distant second, Jabiru even further back in third, and all other makes hardly registering on the scale. Given this reality, expect to fly a Rotax sometime soon, if you are not already doing so now.



Ed Leineweber

and the differing operating and maintenance practices that result, is critical to obtaining safe, economical and satisfactory performance of Rotax-powered aircraft. Fear of the unknown, or preference for the tried-and-true, is a poor reason not to enjoy the benefits of the advances in the last half-century of aircraft engine design.



Brian Meyerhofer, Engine Services Supervisor, Leading Edge Airfoils, part of the Wag-Aero Group, Lyons, Wisconsin, has a lot to say about how Rotax 912 series aircraft engines should be operated and maintained. Since these engines power about 80% of all Special Light Sport Aircraft being manufactured today, we do well to listen.

Recently I had the opportunity to visit with Brian Meyerhofer, Engine Services Supervisor with Leading Edge Air Foils, LLC (LEAF), at the company's facilities in Lyons, Wisconsin. LEAF, one of three independent Rotax Service Centres in the United States, is co-located with its sister companies of the Wag-Aero Group. Brian highlighted for me a list of critical installation, operation and maintenance issues he regularly sees causing problems for Rotax operators, which can result in expensive repairs and possible safety concerns. Let's look at several of the most important.

Problem Areas

Oversized props. Everybody wants to reach for more performance, and this is sometimes manifested in the installation of propellers, which are too heavy for the engine. The concern is that the propeller might exceed the "mass moment of inertia" limit for the particular model powerplant. The result can be hard starting and increased wear in the starting system, including damage to the sprag clutch. See Rotax Service Information 11 UL 91 for the details.

Over-pitched propellers. The 912/914 series engines need to generate a minimum of 5,200 rpm at Wide Open Throttle (WOT) in the take-off run. Too steep a pitch on the propeller can prevent this from happening. Over time, with multiple heat cycles, the result can be reduced engine life, including possible crankcase cracking. Don't try to get more from your engine than it was designed to deliver. If you exceed the specs, expect to pay the price, one way or the other, eventually. Rotax Service Letter SL-912-016 explains the concern in depth.

Improper oil change procedures. Many problems come up under this general topic, and to deal with each in detail would be an article in itself. The most critical problems, however, have to do with use of improper oil filters, which have incorrectly set bypass valves, allowing unfiltered oil to circulate through the engine, among other defects; improper oils not suited to the fuel being used; and improper practices when making oil changes.



Of course you know, but for those who might not, "Rotax" comes from "rotary axle," the product that launched the company in 1920. The aircraft engine division began operations in 1973.

Modern aircraft engines are quite different from their 60-year-old progenitors still powering most of the light aircraft fleet, and this is especially true of the 912ULS 100-hp Rotax engines found in most S-LSA.

Understanding these differences,
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Any of these errors can result in engine damage due to lack of proper lubrication. Avoiding these problems is not difficult if operators would simply follow the Rotax and S-LSA manufacturer's maintenance manuals.



The dual Bing carburetors installed on 912 series Rotax engines work very well, but they must be set up correctly and maintained that way. As you can see, this is not a job for someone who does not know what they are doing. Proper training, tools and manuals is essential.

Improper carburetor, throttle and cable linkage set-up. The dual Bing carburetors on the Rotax 912 ULS do a good job of helping this small-displacement engine deliver its 100 horsepower, but they have to be set up correctly and maintained that way. If they are not synchronized accurately, or if the throttle and choke linkages are not adjusted properly, the carbs will not perform well, with hard-starting and less than maximum performance the result. While the set-up procedures are not especially difficult, they need to be performed by a properly trained maintenance technician with the proper equipment and tools available.

Incorrect ignition switch. Many S-LSA come from the factory with the familiar "off-left-right-both-start" ignition switches that we've seen for years on Continental- and Lycoming-powered aircraft. The problem is that these switches are not designed to handle the AC voltage used in the Rotax ignition system. This can cause various anomalies in the Capacitor Discharge Ignition (CDI) system, including erratic ignition and hard starting. These switches should be replaced with heavy-duty toggle-type switches rated for AC voltage.

No fuel return line. The possible problem here is, you guessed it, vapor lock, fuel starvation, and engine

stoppage. This can be especially serious when using auto fuel, in a tightly-cowled installation, or in hot weather. Some S-LSA come from the factory properly set up with lines that keep fuel cool and circulating to the carburetor, but some do not. Check your set-up and consult a properly qualified maintenance technician if your engine installation does not have this feature. (A letter of authority (LOA) might be needed from the airframe manufacturer for this modification to maintain ASTM compliance.)

Cheap Thrills: Easy Updates

Brian Meyerhofer also mentioned several recent enhancements that further improve the 912 ULS installed in most S-LSA. If your qualifying engine has not yet had these minor modifications made, you are losing out on the benefit of these changes, and should get them done. The two biggies provide increased time between overhaul (TBO) and improved starting. Here's the deal on these:

Increased TBO. If your 912 or 914 series engine was manufactured since the beginning of 2010, you already have a 2,000-hour TBO. But if not, your 1,500-hour TBO engine might be eligible for the 500-hour TBO upgrade with nothing more than replacement of the pressure relief plug screw and spring. This is possible because, since 2006, all 912 and 914 crankcases have been manufactured with the improvements necessary to enable the higher TBO rating. The exact cut-off is made by serial number, so check Service Bulletin 912-057-UL for the specifics.

Advanced Start Module (ASM) Ignition. The "advance" in performance comes from *retarding* the spark to After Top Dead Center (ATDC) during start-up, and then reverting to the normal Before Top Dead Center (BTDC) settings after the engine is running. The result, of course, is easier starting. Standard on 912 series engines delivered beginning in January, 2010, this



The new Advance Start Module (ASM) Ignition enables easier starts by retarding the spark until the engine is running. The yellow stripe on the CDI box installed on newer 912s verifies the presence of this improvement. Older engines can be modified to the new system fairly easily.

modification can easily be made to earlier 912s by replacing the two CDI black boxes with ones marked as part number 966-727, and replacing the flywheel hub. The newer engines with the improvements installed at the factory have a yellow stripe on the CDI boxes. Check to see if you already have this improvement on your 912 by checking the CDI boxes for the new part number. Further information is detailed in Rotax Service Information SI-912-020.

Magnetic Chip Plug. Not a big deal, but if you have not yet replaced the magnetic chip plug in your engine with the improved part, you should do so. Located above the oil filter at about the 1 o'clock position, the old style has a torx head, while the new style has a hollowed-out hex head.

Future Discussion: Fuel Selection Considerations

In addition to covering these topics, Brian and I talked extensively about the use of auto gas versus 100LL avgas in Rotax engines. These engines were designed to run on the former, and are approved for auto gas containing up to 10% ethanol, but can be successfully operated on the blue stuff too. Fuel choice has a huge impact on oil selection and oil change practices and frequencies, as Rotax operators already know. But judging from service problems that Brian sees in the LEAF overhaul and maintenance business, perhaps a review of these issues would be worthwhile. That's a big subject, however, and will require a column all

to itself. We will do that, and address other Rotax-related topics, soon.

Learn More

Meanwhile, check out several websites that provide a wealth of Rotax maintenance and operation information, most of it free, starting with the LEAF website at www.leadingedgeairfoils.com. Engine manuals, along with Rotax factory

training information and help finding a maintenance technician or repair center, can be found at www.rotaxflyingclub.com. Look for service bulletins and instructions at www.rotax-owner.com. Engine specifications are available at www.rotax-aircraft-engines.com, the factory website. Better yet, just give Brian Meyerhofer and the folks at Leading Edge Air Foils a call at 800-532-3462.

Best of all, fly into the grass airstrip at Wag-Aero, near Lyons, Wisconsin, or their fly-in maintenance facility at East Troy Municipal Airport (57C). (Call ahead to check conditions and to let them know you are coming.)

I still really like my small Continentals, but the more I learn about Rotax engines, the more impressed I am with this very modern series of aircraft powerplants. □

CALENDAR

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

First 15 words **FREE!**

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

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

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

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

AUGUST 2011

- 3-7*** **BLAINE, MINN.** - History Flight - WWII Planes Coming to Blaine - 9am-7pm. Boeing N2S Stearman, North American AT-6 Texan, North American B25H Mitchell & P-38 Lightning at the the Golden Wings Museum. 763-786-5004. www.goldenwingsmuseum.com
- 6** **WEST BEND (ETB), Wis.** - Omelet, Pancake Breakfast plus daily specials 7-10am. 262-338-8411.
- 6*** **ELBOW LAKE (Y63), MINN.** - Flekkefest Fly-In serving Ribeye sandwich meal - 9am-1pm. Free shuttle to celebration. Rain date 7th. 218-685-6594.
- 6-7*** **MILACA (18Y), MINN.** - Saturday evening Pot-Luck Supper & Camp Out. Sunday Breakfast. 1-320-630-5064.
- 7** **CHETEK (Y23), Wis.** - BBQ Charity Fly-In - 10:30am-2:30pm at the Southworth Municipal Airport. BBQ fly-in & boat show. Special pricing on 100LL during event. (No rain date.) 715-456-8415.
- 7*** **HUMBOLDT (OK7), Iowa** - Flight Breakfast - 7am-Noon.
- 7*** **LONGVILLE (KXVG), MINN.** - Pancake Breakfast - 8am-Noon.
- 7*** **QUEEN CITY, (15MO), Mo.** - Watermelon Fly-In & Barbecue Pork - 1pm-Dark at Applegate Airport. Bring your own lawn chairs. All proceeds will be Fundraiser Event for Kyle & Amanda Franklin. Right hand traffic for Runway 16 & Left hand traffic Runway 34 (2,600 ft turf). 660-766-2644.
- 7*** **RED WING (RGK), MINN.** - Pancake Breakfast - 8am-Noon. 715-448-2233.
- 7*** **VERMILLION (VMR), S.D.** - Airport Breakfast - 7-11am. 605-624-4606.
- 7*** **BAUDETTE, MINN.** - Lake of the Woods Pancake Breakfast - 8am-1pm at Baudette/Lake of the Woods Int'l Airport & Seaplane Base. Overnight camping & seaplane available. 218-634-1923.
- 13*** **CAMERON-RICE LAKE (RPD), Wis.** - Pancake Breakfast - 7-10am. Hot Dogs & Beef Sandwich Lunch 10am-1pm along with Ice Cream, Popcorn & Pop. Parachute Jumpers Demo - 11am. Unicom 122.7 AWOS 120.525. 715-458-4401. rpdc@ricelakeairport.com www.ricelakeairport.com
- 13*** **FRANKENMUTH (66G), MICH.** - Grassroots Fly-In/Camp-In at Wm Tiny & Zehnder Field. www.GrassrootsAviators.com 989-525-3161.
- 13*** **BOONE, IOWA** - 8th Air Force WWII Reunion Military Appreciation Day at Boone Municipal Airport - 8am-2pm. 515-432-1018.
- 13-14** **FARGO, ND** - Fargo AirSho at the Fargo International Airport. Contact 701-241-1501. www.fargoairsho.com
- 14** **LAND O LAKES, MINN.** - Pig Roast - 12-4pm at Surfside. Minnesota Seaplane Pilots Association. 612-240-0123.
- 14** **WINN (53W), MICH.** - Fly-in Drive-in Eggs & Pancake Breakfast - 8am-Noon at Woodruff Lake Airport. 989-330-0225.
- 14** **PAYNESVILLE (PEX), MINN.** - Breakfast 7:30am-12:30pm. North American Flight Team will display their aircraft. 320-250-6349.
- 14** **LAKE ELMO (21D), MINN.** - Lake Elmo Aviation Day featuring Pancake Breakfast with Scrambled Eggs & Sausage. 7am-Noon. eaa54.org
- 14** **HANOVER (64I), IND.** - At the Lee Bottom Flying Field with Lunch Noon-2pm & Ice Cream 1-3pm. 812-866-3211.
- 14*** **POPLAR GROVE (C77), ILL.** - Pancake Breakfast - 7am-Noon. 815-544-0215.
- 14*** **LA CROSSE, Wis.** - Waffles Breakfast - 7-11:30am. Air Show mid Morning by Bill Blank 608-792-0113.
- 14*** **BOULDER JUNCTION, (BDJ), Wis.** - Musky Day Land/Sea Fly-In. Famous Darko Chicken Dinner to Pilots/Crew Noon. Camping under your wing Saturday. Transportation to activities 9am-3pm. 715-573-9873.
- 17-21** **MIMINISKA LAKE, ONTARIO CANADA** - Canadian Fishing Fly-Out. Enjoy camaraderie with fellow aviators and great fishing. For details email: info@midwestflyer.com or call 608-835-7063. To make your reservation call 1-888-465-3474.
- 19-21** **DEKALB (DKB), ILL.** - DeKalb Corn Fest. www.cornfest.com.
- 19-21*** **BEMIDJI (96M), MINN.** - Moberg Airbase Annual Floatplane & Wheel Plane Fly-In. Food served Saturday 9am-2pm. For more info www.paulbunyan.net/1397/ 218-835-6497.
- 20** **FOREST LAKE (25D), MINN.** - Open House Fly-In Corn on the Cob, Brat & Ice Cream at the Daniel Deponti Memorial Airport - 10am-4pm. 651-776-1717.
- 20*** **MASON (TEW), MICH.** - Aviation Day All-U-Can Eat Pancake Breakfast & Eggs - 7:30-11:30am. Grilled Steak Dinner - Noon-4pm (sandwiches also available). 517-589-5051.
- 20*** **TIPTON, IOWA** - Aviation Youth Camp. 515-964-1398.
- 20*** **MARSHALL (MML), MINN.** - Pancake/Sausage Breakfast - 11am-12:30pm at Southwest Minnesota Regional Airport. 507-537-6767.
- 21*** **JACKSONVILLE (IJX), ILL.** - Pork Chop Lunch - 11am-2pm. 217-473-8034.
- 21*** **MANKATO (MKT), MINN.** - Pancake Breakfast with Eggs to order & Sausage - 7:30am-12:30pm. 507-345-1510.
- 21*** **TAYLORVILLE (TAZ), ILL.** - Pancake Breakfast - 7-11am. 217-824-9313.
- 21*** **TIPTON, IOWA** - Fly-In & Open House - 8am-2pm. Pilot in command free.

- 563-212-3308.
- 27 **GLENCOE (GYL), MINN.** - Sweet Corn & Bratwurst Feed Fly-In - 10am-2pm. 320-238-2376, cell: 320-583-8367. www.eaaul92.weebly.com.
- 27* **GLADWIN (OM11), MICH.** - Sugar Springs Fly-In BBQ - 11am-3pm. 586-415-7266.
- 27* **MATTOON (MTO), ILL.** - Celebrating 100 years of Naval Aviation. www.colescountyairport.com
- 27* **GUTTENBERG, IOWA** - Abel Island Fly-In Potluck & BBQ - Noon-3pm. www.abelisland.com
- 27-28* **WATERLOO, IOWA** - Thunder in the Valley Air Show featuring the Air Force Thunderbirds. Gates open 8am Air Show 11am. 319-277-7000.
- 28* **GREENFIELD, IOWA** - Wings Fly-In at the Iowa Aviation Museum. 641-343-7184. www.flyingmuseum.com
- 28* **BURLINGTON (BUU), Wis.** - Breakfast & Lunch with Planes, Trains & Automobiles - 7am-1pm.
- 28* **WINDOM (MWM), MINN.** - French Toast/Pancake Breakfast 7:30am-1pm. 122.9 507-830-0273.
- 28* **OWATONNA, MINN.** - French Toast Breakfast - 7am-Noon 507-444-2448.
- 28* **IOWA CITY, IOWA** - Annual Sertoma Fly-In Breakfast. 7am-12:30pm. 319-338-9222.
- 28* **CUMBERLAND (UBE), Wis.** - Pancake Breakfast - 7-11am. Field closed 12:30pm for aerobatic demonstration. Camping is available. 715-205-4474.

SEPTEMBER 2011

- 3* **MARION (MZZ), IND.** - Fly-In Cruise-In Pancake Breakfast - 6am-3pm - plus many other activities. 765-664-2588. www.FlyInCruiseIn.com.
- 3* **SHELL LAKE (SSQ), Wis.** - Pancake Breakfast. Held in conjunction with Shell Lake Town & Country Days festivities. 715-468-7004.
- 3* **NEW LISBON (82C), Wis.** - Fly-in Drive-in Breakfast, Lunch and Events. Breakfast begins at 7:00 A.M. with lunch beginning at 11:00 A.M. The event is an all day event with live music, RC aircraft demonstration, antique cars, farm equipment, aircraft restored, certified and home built. Live music, fun and game for the kids, arts and crafts for sale along with Amish baked and hand made goods. An all day event - fun for all. Mauston/New Lisbon Airport.
- 3* **COUNCIL BLUFFS, IOWA** - Great Plains Wing Museum Open House - 8am-1pm. Labor Day Breakfast - 8-11am. 712-366-3505.
- 3* **SOUTH ST PAUL, MINN.** - CAF Open House at Fleming Field - 6pm-Midnight.
- 4* **MONDOVI, Wis.** - Log Cabin Airport Fly-In - 9:30am. Lunch At Noon - Hot Dogs, Potato Salad, Beans, Fresh Sweet Corn

- & Refreshments. 715-287-4205.
- 5* **SHELDON, IOWA** - Flight Breakfast - 6:30-11:30am. 712-261-3320.
- 8* **ELO (1WI1), Wis.** - Corn Roast 5:30-8pm at Munsil's. Bring a dish to pass. 920-426-1854.
- 9-11* **JANESVILLE (JVL), Wis.** - ABC Supply Company AirFest Southern Wisconsin. www.swairfest.org. 608-754-5405.
- 9-11* **OSHKOSH (OSH), Wis.** - EAA Military Trainer Fantasy Flight Camp. www.eaa.org/newsletters/1106_museum.html
- 9-11* **LAPPEER (D95), MICH.** - Starting point for the Michigan Air Tour 2011. For more information: www.miaviation.org. 248-568-8620 or 248-818-0211.
- 10* **WEST BEND (ETB), Wis.** - Omelet, Pancake Breakfast plus daily specials 7-10am. 262-338-8411.
- 10* **OSHKOSH (OSH), Wis.** - Pancake Breakfast at Wittman Regional Airport - 7:30-11am. 920-426-1854.
- 10* **OSCEOLA (KOE), Wis.** - Wheels & Wings - 8am-4pm. Pancake Breakfast & Lunch. meyerjk@centurytel.net
- 10* **WAUKEGAN (UGN), ILL.** - Waukegan Air Show 1-3pm. Gates open 10am-5pm. www.waukeganairshow.com
- 10* **NILES (3TR), MICH.** - Salute to Veterans Breakfast - 7am-Noon. 574-339-9991.
- 10* **STANLEY (97WI), Wis.** - Planes, Cars & Motorcycles Fly-In at North Fork Airport. Rain date 11th. 122.9 Rwy 9 & 27. 715-577-9532.
- 10* **IRONWOOD (IWD), MICH.** - Airport Days - 9am-4pm. Craft fair, games for kids. Pancake Breakfast 9am-Noon. Hot Dogs, Hamburgers Noon-4pm. 906-932-3121 x 13.
- 10* **MERRILL (RRL), Wis.** - Airport Days - 8am-4pm. 715-536-2024.
- 10* **SCOTT CITY (TQK), KAN.** - Showdown on the Plains Airshow & BBQ Challenge. 913-484-7116.
- 11* **MAPLE LAKE (MGG), MINN.** - Pork Chop Dinner Fly-In - 11:30am-2pm. 763-670-6021.
- 11* **Mt. MORRIS (C55), ILL.** - Breakfast at Ogle County Airport 7am-Noon. 815-732-7268.

- 11* **SIoux CITY, IOWA** - Tommy Martin Memorial Breakfast & Car Show at the Sioux Gateway Airport - Mid America Air Museum. 7am-Noon. 712-490-0324.
- 11* **JACKSON, MINN.** - Breakfast 7am-1pm. Rain date 18th. 507-847-3599.
- 11* **NEW ULM (ULM), MINN.** - Lions Club 38th Annual Pancake Breakfast, Sausages, Apple Sauce, Coffee & Milk - 7am-1pm. PIC eat free. 507-354-2461.
- 16-18* **KENOSHA (ENW), Wis.** - B-17 Tour Stop. To book a flight 1-800-359-6217. www.b17.org
- 17* **NEWTON (TNU), IOWA** - Fly Iowa 2011 - 7am-5pm. Pancake breakfast & free air show. 641-485-7219. www.flyiowa.org.
- 17* **OCONTO (KOCQ), Wis.** - EAA Warbirds Fly-In - 9am-1pm. 920;848-5868.
- 17* **GRAND RAPIDS (GPZ), MINN.** - Breakfast 8am-Noon. Fall colors. 218-244-0447.
- 17* **FARIBAULT (KFBL), MINN.** - Pancake Breakfast 7am-Noon. 507-744-5111.
- 18* **TAYLORVILLE (TAZ), ILL.** - Pancake Breakfast - 7-11am. 217-824-9313.
- 18* **HINCKLEY (OC2), ILL.** - Pancake Breakfast 8-11am. Turf runway.
- 18* **MORA (JMR), MINN.** - Fall Colors Chili Fiesta - 10am-2pm. Chili starting 11am.
- 18* **NEILLSVILLE (VIQ), Wis.** - Pancake Breakfast - 8am-Noon. 715-238-7378.
- 22-24 **HARTFORD, CONN.** - AOPA Summit 2011. www.aopa.org.
- 24* **HANOVER (64I), IND.** - Wood, Fabric & Tailwheels Fly-In. www.LeeBottom.com.
- 24-25* **BIGFORK (9Y0), MINN.** - Fly-In/Camp-In at Bowstring Airport. 24th - 11am to 25th 9:30am. 24th - Food, Live Music, Movie "Pearl" & Large Campfire. 25th - Breakfast. 218-743-6175.
- 25* **HUTCHINSON (HCD), MINN.** - Irene Lev Memorial Fly-In Pancake Breakfast - 8am-Noon. jessicamiller.pic@gmail.com
- 25* **BIGFORK (9Y0), MINN.** - The Bowstring Airport Annual Color Fly-In - 10:30am-4pm. 218-832-3274.
- 27-28 **KANSAS CITY, Mo.** - FAA Central Region Airports Conference at the Westin-Crown Center. 816-795-6616 event-planz@sbcglobal.net

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John Justad, Owner - Webb Lake Airport
 218-682-2818 home/office or 612-812-1223 cell. Email **jjustad@tds.net**.

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1975 Piper Arrow I - Just available!



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DULUTH SKY HARBOR AIRPORT FROM PAGE 47

past, such as one sponsored by Lake Superior College. A couple years ago Sky Harbor was host to a Cessna 180 fly-in. On August 19-21, 2011, Sky Harbor will again be host to the Sea Wind fly-in.

In conclusion, Duluth-Sky Harbor

Airport has a long and rich history that offers a unique location for both land and sea operations. It is also home to many aircraft owners and businesses that rely on the airport for its close proximity to downtown Duluth.

Brian Madsen is manager of Duluth-Sky Harbor Airport, which is

part of the Duluth Airport Authority. Brian Ryks is director of the airport authority, and manager of Duluth International Airport. For additional information on Duluth-Sky Harbor Airport, call 218-733-0078 or 218-391-8073, or email: bmadsen@duluthairport.com. □

Restad Joins Weber Aviation Insurance



Photo by Greg & Simen Restad

EDEN PRAIRIE, MINN. – Christa Restad has joined Weber Aviation Insurance as an account executive

at the company's Eden Prairie, Minnesota office. Restad has been involved in the aviation industry since moving from the Iron Range to the

Twin Cities with her family in 2001.

Restad has served as a board member and conference chair for the Minnesota Aviation Trades Association (MATA) and was on the membership committee of the National Air Transportation Association (NATA). She has also been active with the Minnesota Business Aviation Association (MBAA).

Prior to joining Weber Aviation Insurance, Restad was an insurance broker with USAIG, and prior to that, manager of the flight training

company, Roger Aviation. Restad graduated from the University of North Dakota in 1992 and holds a commercial pilot certificate. She is married and has two sons.

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

Weber Aviation Insurance is located at Flying Cloud Airport in Eden Prairie, Minnesota; John Weber, president. □

MATA Meets With Metropolitan Airports Commissioners

BLOOMINGTON, MINN. – Members of the Minnesota Aviation Trades Association, including the organization's board of directors, met with several members of the Metropolitan Airports Commission (MAC) at Signature Flight Support at Minneapolis-St. Paul International Airport (MSP) in Bloomington, Minn. MAC serves the Minneapolis-St. Paul metropolitan area,



MATA members Nancy Grazzini-Olson of Thunderbird Aviation and Academy College (left) and MATA President Al Lange (right) greeted members of the Metropolitan Airports Commission (center, left to right): Jim Deal, John McClung and Carl Crimmins. Both Deal and McClung are general aviation pilots. Deal was once a crop duster in Wheaton, Minnesota, and McClung owned a Cessna 182 Skylane up until a few years ago.

including MSP, and has one of the best – if not the best – reliever airport systems in the world. General aviation reliever airports include St. Paul Downtown, Flying Cloud, Anoka County-Blaine, Crystal, Lake Elmo, and Airlake.

The purpose of the meeting was for MATA members and commissioners to get better acquainted, and build understanding. □

YOUR FREEDOM TO FLY FROM PAGE 53

Flynn added, "Also, take time to review and understand the different types of SUA. Make sure you know how they are depicted on the charts and sectionals you use. Before you plan to fly near or through any

military airspace, please review FAR 73 & 91, and the AIM."

Planning ahead and being fully aware of what is along your route of flight will help you to continue to be safe while you enjoy your freedom to fly.

**This article only references SUA in Minnesota. Please check the FARs and AIM for additional SUA information.*

***Jeff Flynn has over 7,000 hours of flight experience as a private, corporate, and air carrier pilot.* □



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