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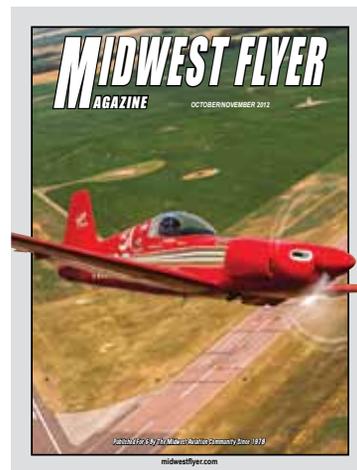
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ON THE COVER: Richard (Dick) Keyt of Granbury, Texas, flying over Mitchell Municipal Airport, Mitchell, South Dakota, in his "Polen Special," in preparation for the "AirVenture Cup Race," August 22, 2012. The aircraft sports a fuel-injected Lycoming IO-360 engine and routinely flies at over 300 mph. This year the aircraft hit a top speed of 321.22 mph in the race. Complete story beginning on page 37. *Photo by Geoff Sobering of Moving-Target-Photos.com.*



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In A Pinch, Private Airstrip Versus Nothing... Where Would You Prefer To Land?

by Dave Weiman

Wouldn't it be nice if in the event you or your fellow aviator had an in-flight emergency that you could be directed by air traffic control (ATC) to the closest airport, whether paved, grass, private or public?



For years I have urged our local ATC facility to become familiar with the location of privately-owned airports within a 30-mile radius of its facility to help them in their orientation of aircraft operations in the area. Every time I depart a privately-owned airport in the area, it is not enough to provide ATC with the airport identifier. I need to also tell them the name of the closest town, and then it is not until ATC assigns me a transponder code that they see the position of my aircraft. There's nothing on their radar overlay to show where the airport is located.

ATC is usually focused on the public-use airport where they are based, and main relievers in the area. But a recent incident in which an aircraft in Wisconsin experienced an in-flight emergency has brought this issue to the forefront of our attention once again, and may increase ATC's justification to become better familiar with all airports



in their area, public or private.

Not all private airstrips are ideal for public use, because of obstacles on the approach ends of the runways, or because of their length and surface conditions. Liability can also be a concern, unless your state includes "aviation" within its Recreational Use Statute (RUS) as a permitted use, which exempts the landowner from liability. But in an emergency situation, it would be up to the pilot-in-command to decide whether or not to make an emergency landing on a private airstrip, not the landowner and not ATC, but ATC cannot even make that option available to the pilot if they don't know where all airports in the area are located.

Private airport owners wishing to make their local ATC facility familiar

with the location of their facilities can provide them with their coordinates, and note their location on a sectional chart, if not already depicted.

Private airport owners can also request that their state legislature recognize "aviation" in their state's Recreational Use Statute, often referred to as the "Good Guy Law."

If you live in either Minnesota, South Dakota or parts of Nebraska, your state's RUS already recognizes aviation as an acceptable use. If you live in one of the other nine Midwest states we serve, you may wish to encourage your state representatives to introduce an amendment to your RUS to specify aviation. By doing so, the owner of the airstrip will be granted liability protection under law should the owner wish to permit others to use his/her airstrip without charge, if the owner does not overtly create a hazard. Only 15 states nationwide include aviation within their Recreational Use Statutes, so there is a good chance your state does not yet have this protection.

For additional information, refer to the article entitled "**Changing Your State's Recreational Use Statute To Include Private Airstrips**" at www.MidwestFlyer.com, or contact the Recreational Aviation Foundation at www.theraf.org or 406-582-1723.

EDITOR'S NOTE: The opinion expressed here is not a legal interpretation of any law. Readers may wish to consult with an aviation attorney with expertise in this area before taking any action. □

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LETTERS

Dear Dave:

Great article in the latest edition of your magazine (Aug/Sept 2012), but Senator Miller is sadly mistaken when he states that aviation is a non-partisan issue. The lunk-headed and self-serving politicians that chastised the auto executives for having the temerity to actually fly corporate jets to Washington, DC for their public browbeating, still has me incensed. How much damage this actually did to our industry can be debated, but it killed at least one corporate hangar deal for my firm. In this economy, that deal was a precious commodity to lose. The Democrats led this charge and Sen. Miller has a D after his name.

I, too, will be interested to hear if the Hon. Mark Miller made that flight to EAA with a true patriot, Governor Scott Walker. Unfortunately, I suspect I know the answer.

Thanks, and keep up the good work at *Midwest Flyer Magazine*.

Dan Watring, Jr., Project Manager
VJS Lincoln, Inc.
Pewaukee, Wisconsin

Dear Dan:

A number of key issues came up the week of EAA AirVenture this year, and I am certain as majority senate leader that Sen. Miller was consumed with those issues and could not attend when the governor attended. The idea for Sen. Miller to join the governor to the world's greatest aviation event was also a last-minute suggestion on our part, so hopefully it is something they will consider for 2013. It certainly would be beneficial for all concerned.

Dave Weiman
Editor/Publisher
Midwest Flyer Magazine

Dear Dave:

I am a student pilot and I live in the Quad Cities. I read a *Midwest Flyer Magazine* I got at Oshkosh and fell in love with it. I can't wait to get my next issue!

Andrew Poppy
(New Subscriber)
Port Byron, Illinois

Dear Dave:

After several hours of flying with an instructor, I successfully completed my flight review, 25 years after my last set of touch and goes. The thrill is back and it is better now because I'm not constrained by having to work 40 hours per week, and I'm in a much better financial situation.

I currently rent planes, but often when I want to fly, the planes I fly are taken. I expect I would have the same problem with a flying club.

I think I would like to fly to visit relatives and friends in neighboring states with the intention of staying 2 or 3 days, partially depending on the weather. So renting a plane for this is awkward.

So I have thought about purchasing a used plane. I have found many used 172s for a wide variety of prices. I can find hangar prices and insurance. The two costs I can't get an estimate on are

the annuals and the major overhauls. Do you have any idea what those could run? I'm thinking I can get a fair 172 for under \$50,000.

I probably wouldn't put on a lot of hours per year and could change the oil myself.

Is there any source for finding out the real cost of airplane ownership? I need some kind of figure to convince my wife that it is feasible.

Thanks, Dave.

Ken Landers
Oregon, Wisconsin

Hi Ken!

I forwarded your question on to aviation expert, Pete Schoeninger, to answer your question in his "Ask Pete" column immediately following this memo.

Thank you for your interest in *Midwest Flyer Magazine*.

Dave Weiman
Editor/Publisher

Ask Pete!

by Pete Schoeninger

Email your questions to
Pete.Harriet@gmail.com



Pete Schoeninger

Dear Ken:

You have two items to consider: "direct hourly operating costs," which are primarily a function of hours flown; and "fixed yearly costs," which are recurring annual expenses.

Direct hourly operating costs per hour might be as follows: fuel and oil, \$50; engine depreciation \$10; airframe maintenance, \$10. So let's say roughly, \$70 per hour in direct hourly operating costs.

Fixed annual costs are hangar rental averaging \$2,000; annual inspection, \$1,500; and insurance, \$1,500, totaling \$5,000.

In other words, our sample airplane might cost you \$5,000 to own it for a

year, plus \$70 per hour to operate it. If you fly it 100 hours per year, your expenses are \$7,000 (100 hours X \$70) for operating costs, plus \$5,000 for fixed costs, or \$12,000 in total, or \$120 per hour. Note, these are estimates only and your actual figures may be a lot more or less depending on the condition of the airplane when you buy it, local fuel costs, hangar costs, the amount of insurance you are comfortable carrying, how much you fly, how much maintenance you do yourself, etc. Remember, the more you fly, the less the fixed cost rate will be per hour.

Justifying aircraft ownership can involve the tax savings for legitimate business uses, transportation safety, reducing travel time, a comparison between the cost of aircraft maintenance compared with auto maintenance, and choosing flying over other forms of recreation. An airplane stands a chance of increasing in value, while most cars will decrease in value. Right now is an excellent time to buy an airplane with interest rates low, and the used market somewhat flat. □

Pilots of Charitable Medical Flights May Now Accept Fuel Reimbursement

by Greg Reigel



As you may know, FAR 61.113(c) prohibits a private pilot from paying less than his or her pro-rata share of the operating expenses of a flight. In the context of charitable medical flights (e.g. Angel Flight, Lifeline Pilots, Volunteer Pilots Association, etc.), pilots have typically been paying all of the operating expenses of such flights without any reimbursement. However, under the FAA Reauthorization and Reform Act of 2011, that may change.

Section 821 of the Reauthorization Act now requires the FAA to interpret FAR 61.113(c) to “allow an aircraft owner or operator to accept reimbursement from a volunteer pilot organization for the fuel costs

associated with a flight operation to provide transportation for an individual or organ for medical purposes (and for other associated individuals).” In order to qualify, the aircraft owner or operator has to volunteer to provide such transportation and he or she has to notify the passengers that the flight is for charitable purposes and is not subject to the same requirements as a commercial flight.

However, along with the good, also comes the unknown and, potentially, bad. The Reauthorization Act also suggests that the FAA “may impose minimum standards with respect to training and flight hours for single-engine, multi-engine, and turbine-engine operations conducted by an aircraft owner or operator that is being reimbursed for fuel costs by a volunteer pilot organization, including mandating that the pilot-in-command of such aircraft hold an instrument rating and

be current and qualified for the aircraft being flown to ensure the safety of flight operations.”

Thus, it is possible that the FAA could promulgate regulations with which a volunteer pilot/charitable flying organization would have to comply in order for the pilot to receive reimbursement. Granted, many of the charitable flying organizations already have policies and standards for pilot qualifications, training and currency. However, depending upon what the FAA decides, those policies and standards may or may not be sufficient. Fortunately, the new interpretation is effective now while any rulemaking by the FAA will take many months before it would be effective.

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

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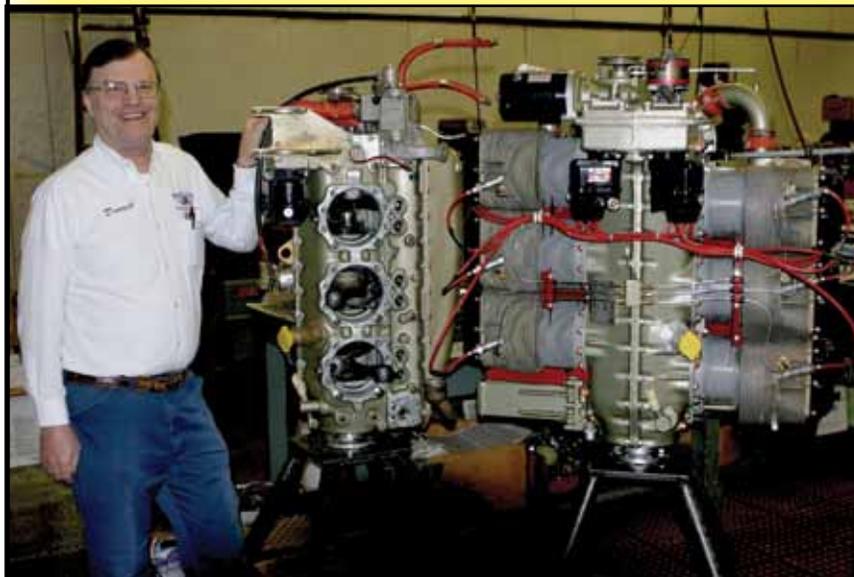
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Fatigue.

by Dr. John Beasley, M.D.
*Aviation Medical Examiner
 Professor Emeritus and Clinical Professor
 Department of Family Medicine
 University of Wisconsin - Madison*

You're not as bad when you're not dog tired," said my friendly examiner when I took an IPC (Instrument Proficiency Checkride) a few years back on a sunny Saturday morning. Often before that I had done them in the evening after a full day's work – and the fatigue showed. At least I hoped it was the fatigue.



Dr. John Beasley

Now, I don't take night hospital calls or deliver babies these days, but back when I did, I had a rule of "No flying if less than five hours of sleep." Pretty arbitrary, but the rule probably made sense. I still have the rule, but don't have to invoke it as often.

So what happens with fatigue? It can be insidious. Back in college, I would pull occasional "all-nighters" and an interesting thing would happen the next day – I would have "micro sleeps" – short episodes of sleep that would come even without feeling particularly tired – but I would realize that I had not heard anything the "prof" had said for the last 5 minutes or so – and you could see where my pen had dribbled off the notebook. And even if you are not actually falling asleep on final approach, there are clear decrements in your attention and performance that will pose hazards.

As a private pilot, you could go out and fly even if so tired that you have trouble staying awake on the drive to the airport. Not a good idea!

Some years ago I had worked a full day and it was late in the evening, well after dark, when I dropped off a colleague in Wausau (Wisconsin). I botched the landing, which was very noticeable, as I was flying a Cessna 180 in those days. I came to what was (for me) a surprisingly smart decision. I called it a day, and took a motel for the evening, rather than doing another leg home that night. The times I wasn't that smart I guess it all worked out as the airplane could be used again, but it still wasn't a good idea.

For airline pilots, the FAA has long recognized the problem of fatigue. See http://www.faa.gov/news/press_releases/news_story.cfm?newsId=13272 for the detailed bureaucratic rules. They actually make some sense, and the rules depend on time of day, workload (number of segments), total time during the week and so forth. They include, for a rest period, "...10 hour rest period of which 8 hours is an uninterrupted sleep opportunity."

Even with adequate time of rest, jet lag is an important issue for pilots flying long distances or with people doing shift work. (Or, those with small children getting them up at night, which can cause some of the same problems!)

It's important to note that sleep deficit can be "cumulative." Most of us will tolerate a single night of too little or poor quality sleep, but if this goes on for several days, the decrements in performance increase.

So, my suggestions: First, be sure you have enough time allocated to get a good 7 to 8 hours of restorative sleep. Don't let your busy life get in the way of adequate rest. It doesn't pay off in the long run.

If the quality of your sleep is an issue, then go to Google and look up some material on "sleep hygiene." One site is: <http://www.sleepfoundation.org/article/ask-the-expert/sleep-hygiene>. Among other things, be sure that you get at least some exercise during the day so you are physically tired, but perhaps not right before bedtime.

During the winter, try to get outside during the day so you get adequate light exposure.

If there are psychological problems keeping you awake – which happens to all of us occasionally – get some counseling as to how to deal with them. That won't have adverse effects on your certification, although you should bring a letter from your counselor so the examiner knows that you are doing well. If there is significant depression or other problems requiring medications, that's another story.

For rare insomnia, you can use a sleep aid such as zolpidem (Ambien), but not more than two (2) times a week and then you must let 24 hours lapse between when you take the stuff and when you get in the left seat. You can't be using it for time zone adjustment. By the way, most over-the-counter sleep drugs are sedating antihistamines, which are a real no-no as they have significant and lasting adverse effects on performance.

And, there is nothing wrong with caffeine if you are feeling a bit sluggish – but it's not a sleep substitute. It does increase alertness. □

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Non-Competing Operating Procedures For Avionics

by Michael Kaufman



Michael Kaufman

If anyone had a new aviation product to introduce to the public, the two places to do it would be at EAA AirVenture in Oshkosh,

Wisconsin, or Sun-N-Fun in Lakeland, Florida, depending on the time of year. I browsed the display areas at Oshkosh this year to find some interesting items to write about that dealt with avionics and instrument flying. I had previously written about a product that would bring **FREE** nextrad Wx to the cockpit. This was the Stratus system that worked with the Foreflight I-Pad application and available from Sporty's Pilot Shop. Three other ADSB Wx boxes showed



This Garmin 530 had auto-cross-fill enabled so the routing is also displayed on the companion Garmin 430.

up at Oshkosh as well with some added features like adding ADSB traffic to the display. I hope to evaluate each of these units and discuss them in future columns.

I have been waiting anxiously to fly the new Avidyne IFD540 GPS unit that will be shipping the fourth quarter of this year (2012). At Oshkosh, there was an announcement that Avidyne will be producing a slide-in replacement for

the Garmin 430 GPS – the IFD440 to complement the IFD 540 – which is a slide-in replacement for the Garmin 530. I am very anxious to get the opportunity to review these new GPS units while airborne.

As I continue to be active in flight training, I continue to see interfacing problems between GPS units, primary flight displays (PFDs) and autopilots. Some of these problems have existed since installation or a revised software or firmware update. The pilot/aircraft owner gets these words from his avionics shop: "This is the way it is supposed to work." As most avionics technicians are non-pilots and the pilots are not avionics experts, this problem may exist for years before another pilot or technician sees and corrects it. Many avionics technicians are frightened to ride in an airplane with a pilot they do not know to diagnose an avionics problem in flight (and rightfully so),



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and in some cases, this is the only way to duplicate the problem situation. A bit of advice I will give to every pilot... "Do not take off in a strange airplane or one that has just come out of maintenance to fly in a demanding IFR situation."

When I get into an airplane I have not flown before, I need to see how all of the avionics work together. In the early days of GPS, each FAA Flight Standards District Office (FSDO) set the standards of installation in their jurisdiction.

All GPS units installed by Wisconsin avionics shops that shared the CDI needle with the VOR/ILS indicator needed to auto-switch to ILS whenever the VOR/ILS radio had an ILS frequency selected by the pilot. I was inbound to Madison, Wisconsin (KMSN) flying a Mooney in instrument conditions and navigating with a King KL90B GPS and switched to the Madison ILS frequency on the Nav/Com. All seemed to work okay – the glideslope and localizer came alive and I turned inbound on the ILS. Madison Approach gave me a call that *I was not established* and I was confused; the needles showed me established. The conclusion to this error was that the glideslope needle was coming from the ILS frequency on the NAV/COM radio, but what I thought was the localizer course needle was actually the indication coming from the GPS which did not switch automatically. I learned that all GPS installations had not been mandated by the FAA to be done the same way.

Today, I still see many strange installations. For example, two GPS steering modules receiving GPS data and supplying data to the autopilot, one from the built-in module on an Aspen PFD, and the other from a previously installed Icarus (SAM Module). This can be confusing. The VOR/LOC indicator in my Bonanza is an electronic display, rather than mechanical needle. It has a reverse button to be used when flying a back course approach. If I also hit the reverse button on the autopilot when using

this function on the localizer indicator, it will reverse the reverse and that does not work well when flying the back course.

I would like to give an example of a Garmin firmware update that has been around for some time, and most Garmin 430/530 boxes have it by now, before continuing on with some tips on flying and programming these boxes that I have done in previous columns. With the advent and popularity



After entering the updated flight plan into the Garmin 430, the "Menu Button" on Nav-Page 1 will bring up the cross-fill option that can be selected with the "Enter Button."

of GPSS, it became apparent that pilots elected to fly the digital GPS signal generated by the GPS on their autopilots, rather than the analogue signals from the proper source. This was especially true on localizer-only approaches, as those GPSS modules did such a superb job of tracking the GPS course. The intent of a localizer approach was to have the pilot follow the localizer signal when flying the localizer approach and a legality issue developed. Garmin (via firmware update) now disables the output of digital GPS signals to the autopilot at the final approach fix to keep pilots from using the GPSS module on the approach. If you are using the Icarus (SAM module), the digital input light will flash and the voice will indicate, "GPSS disengaged." Once you know how your equipment interfaces, and there's no new firmware update, it is safe to fly serious IFR in that airplane.

Every pilot has ideas on how he/she would like their Garmin 430/530 boxes set up, and there is no right or wrong way. I have found these hints quite useful if you are fortunate enough to have a Garmin 430/530 stack or one of the Garmin portables (396/496 or 696).

Many times we have heard, "*Cessna 2852F, we have an amendment to your*

routing. Advise when ready to copy."

You have your previously assigned route in your primary navigator, the Garmin 530 (for example), and had auto cross-fill enabled on the 530, so your routing is also in the Garmin 430. You go to the flight plan page on the 430 and amend the flight plan – or if considerably different – build a whole new one. Here it is advisable not to have auto cross-fill enabled in the 430 as you can then update the route and check it prior to sending it to the 530 and autopilot using manual cross-fill. Another point to consider when using the cross-fill function requires that both GPS databases must be of the same revision to work.

If you would like to see your route from your primary in-panel GPS displayed on your portable GPS, that can also be done, but not by the cross-fill method. Your avionics shop can make a bridle cable to allow the flight plan to transfer to your portable unit. Whatever is in the panel mount GPS unit, will be auto transferred to the portable, (including waypoints that are not in the portable GPS database). Sometimes it may be desirable to build a flight plan in the portable unit to see how the route will take you around some weather that you have displayed on the portable GPS unit. This cannot be done with the bridle cable connected, so have your avionics shop install a simple toggle switch to break the transfer stream of data from the panel mount unit.

I will continue to share some of my operations and IFR flying techniques in future columns, and I would appreciate you sharing with me some of yours, as this makes us all safer pilots. You can e-mail me at captmick@me.com or call 817-988-0174.

Fly safe, fly often, and stay current and proficient!

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. Email questions to captmick@me.com. □

AirVenture, Technology & Us

by Harold Green

It is late summer and this is an aviation publication. Therefore we have the opportunity to discuss EAA AirVenture, held annually at Wittman Regional Airport in Oshkosh, Wisconsin.



Harold Green

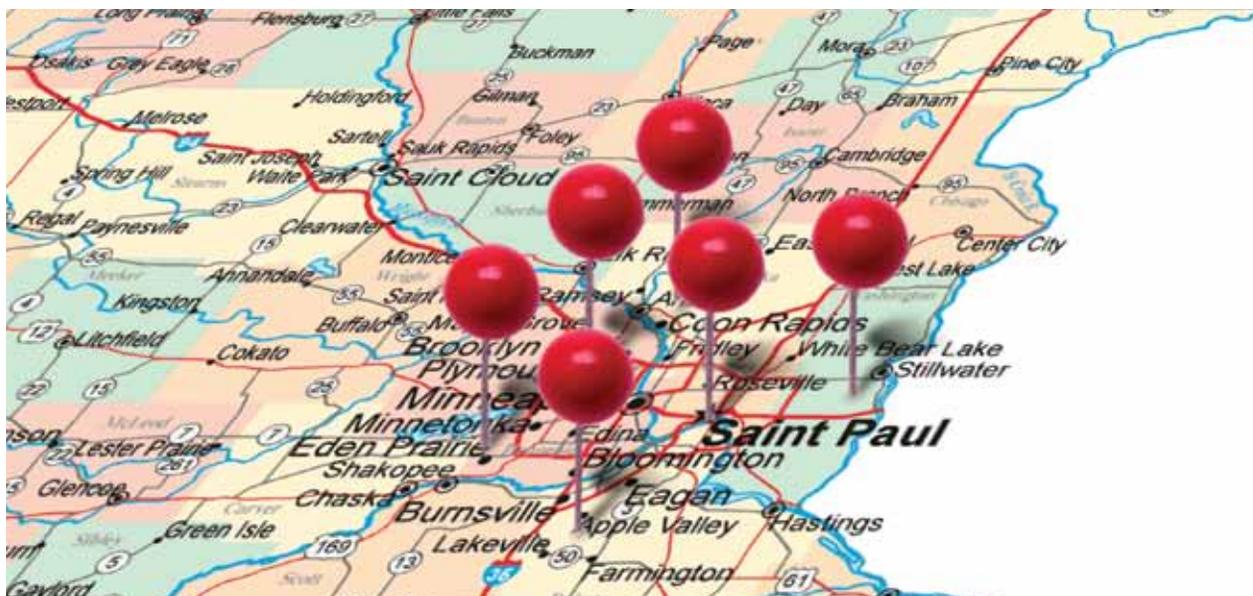
AirVenture is truly a unique event with worldwide scope. I began attending back when it was the EAA Fly-In Convention held in Rockford, Illinois, and EAA's headquarters was in Hales Corners, Wisconsin. Of course it was much smaller in those days. Back then vendor displays were nowhere to

be seen and it took about an hour to cover the entire area including looking at all the aircraft on display. Due to a variety of factors, it had been over a decade since I last attended AirVenture and it was high time (pun intended)! As a result, this year's event provided a quick snapshot of changes in both AirVenture and aviation technology.

While AirVenture has gotten much larger and vendor displays have become a major attraction to the event, some things have not changed much. People are still friendly, the grounds are kept immaculate despite the number of people milling about, and there is still excitement over airplanes and flying and, there are many, many more airplanes including experimental, warbirds and factory-built classics. In short, the whole event is magnificent and unique.

The technology displayed by the vendors presents an inviting picture of what flying is and is becoming. It seems there are two aspects to the technology on display. First, there is the capability represented by the new products, and second, the training implicit in the use of the technology. The technology, both aircraft and avionics, presents a tremendous advance over what we have had in the past.

The aircraft can be represented by the advanced aircraft technology of Cirrus and the Cessna Corvalis. In the avionics world, Garmin and King are well represented. This is not to short others who legitimately claim advances in specific areas. It is not the purpose of this discussion to compare products, but rather to suggest implications of the new products to flying and to flight training. Of necessity, the high-performance piston singles on display are flown like jets – power and airspeed by the numbers appropriate



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to the phase of flight. In fact, one sales person was overheard explaining how he had previously flown corporate jets and how it was simply no transition at all to move into the Cirrus, he is now flying. This could easily be said for the Corvalis as well. This is not a bad thing because that is the way these high-performance airplanes need to be flown.

For the experienced pilot moving up to one of these aircraft, this is no problem. However, for the pilot who has received no training before acquiring one of these new airplanes, there can be a lack of appreciation of the fine points of attitude/power control that is part of every pilot's training in lesser aircraft.

In effect, this is a similar argument to that put forth by sailplane pilots over the years that energy management needs to be a part of every pilot's training. In the past, pilots generally progressed from simple trainers to the slightly more complex, eventually winding up in very high-performance aircraft. Today, the Cirrus and Corvalis are being sold to pilots with little or no experience. Indeed, many purchasers of these airplanes never had a flying lesson in their lives until they acquired their aircraft. (The factory offers capable and professional training to their customers.) How will the pilots trained only in these aircraft fare with lower performance airplanes, and how will they react when their aircraft must be flown with emergency-level energy management? So far the accident history is comparable to the introduction of earlier high-performance aircraft, such as the Bonanza and Cessna 210. As these aircraft work their way into the general aviation used fleet, the training requirements will be passed on to the FAR Part 61 training operations. Time will tell if this is a serious issue.

On the avionics front, there were no great technological surprises offered. However, so many offerings in one venue provided a good overview of the significant capabilities available today.

The advanced avionics on display offer tremendous advances for general

aviation. Among these the initial ADS-B, (Automatic Dependent Surveillance-Broadcast) equipment offers promises of wide acceptance because, while it is "IN" only at this stage, the government offering free access to uplinked radar weather will bring acceptance for this product and, as a result, flight safety will be significantly enhanced.

The i-Pad has achieved wide acceptance and there were seminars devoted to its use in the cockpit. The number of after-market multi- and primary function displays was impressive. The product quality was very good. We are definitely moving toward a more complete picture of where we are and where we are going. Of course, nothing comes without a price!

One of the issues with the new equipment is the complexity of operation. Not only are multiple steps required to accomplish relatively simple tasks, doing so can often be a definite distraction. There was no evidence of any real attempt to simplify or standardize equipment operation. In fact, when looking at a new audio distribution panel, I could not see how the transmit unit was selected.

There was a company representative, dressed in the company uniform, nearby so I asked him how to select a unit on which to transmit. He answered he didn't know since he wasn't an audio man. But he did offer to go find someone. If an audio panel is that complex, what hope is there for the rest of it?

The upshot of all this is that the capabilities of our airplanes and avionics, and hence our operational abilities, are being expanded to a degree never seen before. This has implications for operations, training, and proficiency. Issues that will need to be addressed include, but are certainly not limited to, the following items:

How many sources of the same data makes sense? The more goodies we have in the cockpit, the more likely we are to have problems setting them up. When they don't agree, which should we believe?

How do we split our attention between the goodies and the outside? Does everyone really understand that the Traffic Collision and Avoidance System (TCAS) can only present what the receiving antenna receives and that there may be airplanes close by that either don't have a transponder, or their signal is blocked from the antenna? Are we really aware that the weather presentation may be several minutes old and we just might be heading into a thunderstorm?

Can our autopilot lead us into an autopilot-induced stall, and how will we maintain awareness of this possibility? When should we use, or not use, the autopilot? How and when should we override the autopilot?

Is the pilot really able to respond rapidly to a drastic change in route or approach configuration? Then how does he/she handle the plethora of equipment in the airplane?

Given that we can now routinely operate at higher flight levels, does everyone understand the need for, and the proper use of, oxygen? Under what conditions is Flight Level 180 not useable? By the way, what are the speed limits for aircraft? We do cover these things in a cursory fashion today, but what about the near future? With the coming advent of the small jet, these questions become even more significant.

The answer to these questions will be found by instructors working with pilots who operate these airplanes. Hopefully, the manufacturers will provide more logical and complete information as time passes.

In short, we are undergoing one of the most significant changes in the history of general aviation. The results of this new direction will truly expand our capabilities. We must adapt to the new requirements in training and operations. At the very least it is going to be very interesting. *Enjoy the ride!*

EDITOR'S NOTE: Harold Green is a CFI at Morey Airplane Company at Middleton Municipal Airport – Morey Field in Middleton, Wisconsin (www.MoreyAirport.com). □

Revitalizing General Aviation By Overhauling Federal Aviation Regulations

Part 1 – Air Rides

by Jim Hanson

How do most people first experience General Aviation? Usually with a ride from a friend, which often leads to an interest in learning to fly.

We've covered the subject of exposing more people to the learn-to-fly experience. How about those who just want to RIDE in a general aviation airplane? That usually happens in one of two scenarios, either an airplane ride at an aviation event, or a charter flight.

In both of these cases, well-meaning “regulators” have helped kill off the industry they are charged with “regulating.” When using the term “regulator,” I can't help but think not of the dictionary definition of “*a person or thing that keeps things constant,*” but rather the deputized posse's (*really, private armies*) often hired by western cattlemen to impose their own idea of

justice — the most famous of which was Billy (“The Kid”) Bonney. Far from “*Keeping things regular*” (NOT changing), like the regulators of the old west, the “regulators” of today are the *instruments* of change by enacting new laws, and not always for the better!

Government regulation has an “unintended consequence,” often hurting the very people that regulation purports to help. In their zeal for zero accidents, the “regulators” (let's call them the Federal Aviation Administration) have helped destroy the aviation industry. Consider the following examples:

Remember “penny a pound” air rides? (Okay, inflation has taken its toll; it's now closer to a dime a pound cost). They were usually done as a fundraiser for a charitable event. Private pilots would donate their time and airplanes to give the general public a chance to view their community from the air. Air ride events were a great



Jim Hanson

way for the airport to become “visible” in the community — pilots donating their time for a charitable cause — a great way to promote the airport and general aviation to non-pilots in the community — improving the image of general aviation — and sparking the interest in flight training. *What better way to get people interested in aviation?*

Despite the fact that air rides rarely end up in disaster (after all, they are usually conducted within sight of the airport!), the FAA saw a *possibility* of

CONTINUED ON PAGE 56

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AOPA's Frontline Advocates – Airport Support Network Volunteers

by *Bryan Budds, Manager
AOPA Great Lakes Region*

As promised in an earlier Great Lakes Regional Report, I mentioned my desire to help general aviation pilots and others in the industry understand how AOPA's Airports and State Advocacy team does its work to help protect and promote general aviation airports. One critical component of our efforts is the cadre of



Bryan Budds

more than 2,500 volunteers that make up AOPA's Airport Support Network (ASN).

These volunteers are the eyes and ears of AOPA's efforts to ensure vibrant general aviation airports. Since so many of these individuals are based pilots, airport managers, or employees of fixed base operations, they have the local knowledge that can't be gained from reading FAA master records, airport board minutes, or local news stories. With this local knowledge and AOPA's staff of airport policy experts, issues at general aviation airports can usually be addressed quickly by the Airports and State Advocacy team.

I mention the ASN program because in my travels, ASN volunteers are always the first to welcome me to their airport and to lend a helping hand. Whether it be at our recent pilot mix and mingle with Wisconsin Senate Leader Mark Miller in Madison, Wisconsin, our local ASN volunteer meeting in Ypsilanti, Michigan, or our AirVenture meeting, our ASN volunteers are always ready and willing to assist. As only a small part of the Airports and State Advocacy staff at AOPA, I am grateful for all of the ASN volunteers and their help in protecting your general aviation airport. So, if you get a chance to talk to your local volunteer, let him or her know you appreciate their help. To find out who your volunteer is or to become the newest ASN volunteer, visit www.aopa.org/asn or attend the AOPA Aviation Summit, October 11-13 in Palm Springs, California!

bryan.budds@aopa.org □

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

by *Yasmina Platt, Manager
AOPA Central
Southwest Region*

Even as the last piece of state legislation for 2012 in the Central Region was signed in July, AOPA started working on next year's initiatives. I will have more details to share about this in future issues of *Midwest Flyer Magazine*. I do, however, want to give you an update regarding the city's efforts to close the St. Clair Regional Airport (K39) in Missouri. AOPA has worked to keep K39 open since 2008, but Mayor Ron Blum continues to push for the closing of the airport to build a mall. Before Blum began his closure attempts and started neglecting the airport, it was a thriving hub of business activity and revenue generation, and there is no reason why the airport could not continue to play that role with proper support. During a meeting with the city in late July, AOPA outlined a list of



Yasmina Platt

expensive tasks that would be required as part of the closure evaluation, and provided other information to the city about their obligations to the FAA. Although the city is just beginning its closure request to the FAA, the bar is very high, the process is long, and there has been no indication that the FAA would approve the closure.

While we were busy with many things, most of the summer was focused at strengthening the aviation community by increasing our presence at regional aviation events. I truly enjoyed flying through and getting to know some of you in Kansas, Missouri, Nebraska, and Iowa on my way to and from Oshkosh, the AirVenture Cup Race, and the Fly Iowa 2012 event in Atlantic, Iowa where AOPA had a booth and fellow pilot Rod Tichnor and I taught a safety seminar titled "Operations At Non-Towered Airports."

During the time at Oshkosh, AOPA launched a new program called AV8RS, offering free AOPA memberships to teens ages 13 to 18. Recruiting, engaging and developing the next generation of pilots (among others) is

the future of general aviation. For more information about this program, visit www.aopa.org/av8rs.

As part of AOPA's efforts to reach out more to its members and aviation enthusiasts in the regions, we have set up Twitter accounts to help share news and information about local aviation events and issues. Please follow me at <http://twitter.com/AOPACentralSW>.

On a personal note, I wanted to share that, on September 14, I celebrated my 10th year flying anniversary. Although my love for flying started at a much earlier age... when I was just a toddler... it wasn't until 2002 that I was able to start flight training. Since then, flying and general aviation have been a huge part of my life, both personally and professionally. To read more about this or any of the events AOPA has participated in lately, visit the AOPA Views From the Regions (VFR) blog at <http://blog.aopa.org/vfr/>.

I hope to see you at the upcoming AOPA Summit in Palm Springs, California in a few days on October 11-13.

yasmina.platt@aopa.org □

What's next for NextGen?

by Craig L. Fuller

President & CEO
Aircraft Owners & Pilots Association



Craig Fuller

A few weeks ago, I had the privilege of testifying before Congress about the state of NextGen. Members of the House

Transportation and Infrastructure's Aviation Subcommittee wanted to know how NextGen implementation is going—and they invited me to share the GA perspective.

I take these opportunities to speak to members of Congress very seriously. I know that I represent all of AOPA's members as well as many in the GA community at large when I testify.

So far, I told the subcommittee, NextGen has delivered some valuable benefits, but many questions still remain.

If you are among the tens of

thousands of pilots who fly with a WAAS-capable GPS, then you've probably enjoyed the benefits of NextGen in the form of instrument approaches to thousands of runway ends that once had no all-weather capabilities. In fact, as of July 2012, there were 12,131 approaches that rely on GPS operating in the United States. That compares to only 6,628 ground-based instrument approaches. Perhaps you've also enjoyed flying routes with lower minimums or navigating busy metroplex airspace following a T-route. These are the early dividends of NextGen, and GA has benefitted from the increased access, safety, and efficiency that go with these new options.

But we've also got some important questions about the future of NextGen that remain unanswered. Exactly what equipment will be needed to take advantage of ADS-B? What will it cost? What value will it deliver to pilots? GA pilots have always been quick to adopt new technologies when the cost-benefit ratio makes sense, but we need answers to these questions so each of us can make that calculation based on our own flying.

We also need a realistic timeline

for when each key milestone will be reached along the way to full NextGen implementation. That's a tricky issue at the moment, because we don't yet know whether Congress will be able to reach agreement on cutting the deficit. If no deal is reached in time, we'll see automatic cuts of up to \$160 million in NextGen take effect in January—a virtual guarantee that NextGen implementation will be delayed.

I also spoke about the importance of maintaining our traditional ground-based infrastructure while the FAA, air traffic controllers, and pilots make the transition to NextGen's satellite-based system. We can't just turn NextGen on like a light switch—and we can't afford to lose our existing infrastructure overnight either. That's why I stressed the need for a maintenance plan and budget to keep the system working safely even as we move toward the future.

Modernizing the entire air traffic system is a huge and complex task. Congress is keeping a watchful eye on the process, and all of us at AOPA are making certain general aviation's interests are represented at every step along the way. □

Former EAA VP Named VP At AOPA

FREDERICK, MD – Adam Smith, former vice president of membership at the Experimental Aircraft Association (EAA), has been named senior vice

president of the newly created Center to Advance the Pilot Community at the Aircraft Owners & Pilots Association (AOPA). The center will strive to stop the slow, steady decline in the number of certificated pilots in the United States and seek ways to stimulate



Adam Smith

growth. Prior to leaving EAA, Smith helped to oversee EAA AirVenture, served as vice president of outreach

for the EAA Aviation Foundation for four years, and as director of the EAA AirVenture Museum for two years. □



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Leader In Piper Sales & Service, Howard Gregory

(June 7, 1918 – July 24, 2012)

DES MOINES, IOWA – Howard Verne Gregory, 94, Chairman of Des Moines Flying Service, Inc., died July 24, 2012, at Wesley Acres retirement village in Des Moines, Iowa. Gregory, who went by “Greg,” was born in Aurora, Illinois. He is survived by two daughters, Linda (John) Lowe of Des Moines, Iowa; and Laura (David) Jackson of Arrow Rock, Missouri, and their families; as well as Gregory’s many friends, business associates, and employees, including longtime employee Dee Price of Des Moines, who recently retired. Gregory was preceded in death by his parents and his wife, Alice “Bea” Gregory.

Des Moines Flying Service was founded at Des Moines Municipal Airport (now Des Moines International Airport) in Des Moines, Iowa, in 1937, and was acquired by Howard Gregory in 1939.

While attending Drake University, Gregory served as a contractor for the Civilian Pilot Training (CPT) program during World War II, and was proud to have trained members of the Tuskegee Airmen, including Luther Smith, who



Howard Gregory

went on to become the Senior Vice President of General Electric.

In 1987, Des Moines Flying Service was sold to Van Dusen Airport Services, which later became Signature Flight Support. The ongoing aircraft sales company was named Gregory Aviation Company, and was owned and operated by the Gregory family.

On January 1, 1994, the Gregory family acquired the aircraft service, avionics and parts departments back from Signature, more closely aligning Gregory Aviation with their aircraft sales business. Following the reacquisition, the company was

renamed Des Moines Flying Service (DMFS).

Des Moines Flying Service has been affiliated with Piper Aircraft for over 73 years and has sold literally thousands of new and used Pipers and other aircraft worldwide. As a factory-direct Piper Cheyenne turboprop dealer, DMFS has sold more new and used Cheyennes than any other dealer in the world. Also, since 1984, the company has sold over 150 Malibu and turbine-powered Meridian aircraft. Today, DMFS

is an exclusive Piper dealer for Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Wisconsin and northern Illinois. The company’s Piper Service Center is considered one of the largest in North America.

DMFS’s sales, maintenance, avionics and parts departments are focused on selling and supporting an array of general aviation aircraft including Piper, Beech, and Cessna Citations.

In addition to providing complete general aviation maintenance services, DMFS is contracted to take care of the airline maintenance needs in Des Moines on an on-call and scheduled basis – 24-hours a day, seven days a week. DMFS is currently contracted to provide this service to 18 air carriers at Des Moines International Airport.

Des Moines Flying Service has a second Piper Aircraft dealership and service center called “Chicago Piper” at Chicago/Aurora Municipal Airport in Illinois.

In August 2006, Des Moines Flying Service was selected to be one of five dealers to sell the all-new HondaJet exclusively in 12 Midwestern states including Illinois, Wisconsin, Iowa, Minnesota, North Dakota, South

An advertisement for the TANIS Preheat System. The background is blue. At the top, it says "Most Thoroughly Applied Heating Method Available". Below that, in large red and white letters, is "Save Fuel, Save Time, Save \$\$". In the center, there is a photograph of a piston engine inside a clear plastic preheat enclosure. To the left of the engine, it says "Complete Preheat Systems for Fixed Wing & Rotorcraft Piston & Turbine Engines". To the right, it says "The TANIS Preheat System". At the bottom, it says "www.TanisAircraft.com" and "1-800-443-2136". On the left side, vertically, it says "Patented Technologies". On the right side, vertically, it says "Industry Leader for 35+ Years".

Dakota, Nebraska, Kansas, Missouri, Indiana, Michigan and Ohio. The company, operating under the trade name "HondaJet Midwest," will be headquartered at Chicago/Aurora Municipal Airport.

Howard Gregory and his son-in-law, John Lowe, own and operate all three businesses: Des Moines Flying Service, Chicago Piper, and HondaJet Midwest. Lowe is president and CEO. Gregory's grandson, John G. Lowe, is also involved in the business.

Howard Gregory amassed 17,000

flying hours in his career, once served as chairman of the National Aviation Trades Association (NATA), and was a member of numerous other aviation organizations, including the Quiet Birdmen.

"Everyone in the aviation community looked up to Greg, whether student pilot or aviation professional," said Dave Weiman of *Midwest Flyer Magazine*. "His excitement for flying was contagious...his knowledge of flying, unsurpassed...his contributions to aviation, many!"

DMFS/Chicago Piper Names New Regional Sales Manager

DES MOINES, IOWA – Des Moines Flying Service/Chicago Piper has named David Kay Regional Sales Manager, covering Piper Aircraft sales in northern Illinois and Wisconsin for Chicago Piper. Prior to joining DMFS/Chicago Piper, Kay held sales positions as the Cessna ASR for the piston and Caravan product line. Kay will work with John G. Lowe. Chris Siberz is vice president of sales.

Indiana Couple Honored For Young Eagles Flights



(L/R) Rosemary Leone, Director, Programs Development, General Aviation, Phillips 66, David and Laramie Resler, and Bryan Faria, Manager, General Aviation, Phillips 66.

OSHKOSH, WIS. – A Fort Wayne, Indiana couple, David and Laramie Resler, are relentlessly trying to inspire kids about aviation, having helped 3,400 kids get an EAA Young Eagles flight experience. The Reslers were honored for their efforts during EAA AirVenture on July 25, 2012, when they were presented the 2012 Phillips 66 "Aviation Leadership Award." The Reslers have flown 700 kids in their Cherokee 180 alone. Through the Phillips 66 Aviation Young Eagles Rebate Program, 4,000 pilots have flown nearly 400,000 Young Eagles to date.

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Family, Friends & Fantastic Flying Machines... EAA Celebrates 60th Fly-In Convention



Dave Weiman

EAA President & CEO Rod Hightower with his wife, Maura, and three of their four daughters, on opening day at EAA AirVenture Oshkosh 2012. Hightower stated that there would be a heavy emphasis on "family" at AirVenture 2012. Thursday night was "Disney Night" featuring the Disney film "The Rocketeer" at the Ford Fly-In Theater, and a "Teen Party & Dance" in Theater In The Woods.

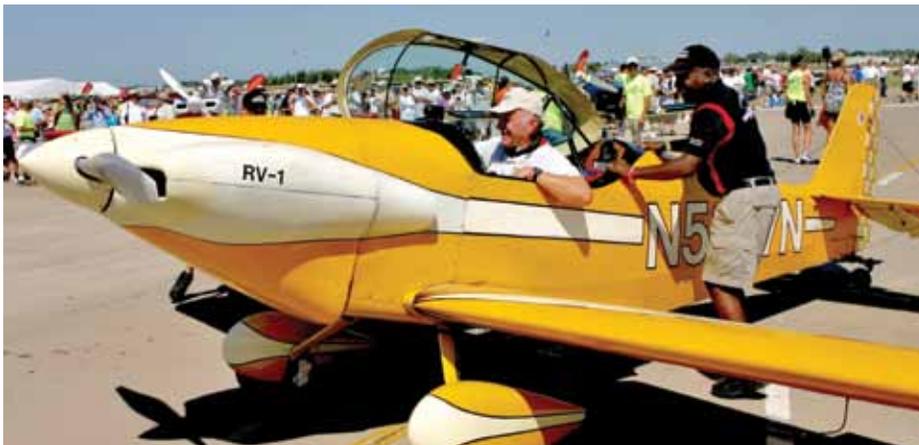


Dave Weiman

Dick "Van" VanGrunsvan of Van's Aircraft, Aurora, Oregon, holds his granddaughter while addressing the crowd upon donating RV-1 to the EAA Museum during AirVenture 2012. VanGrunsvan said that when he set out to design the RV aircraft, he wanted to make an airplane that was "safe, enjoyable and affordable." With thousands of the kit aircraft completed, and the RV-12 model now available, he certainly accomplished his goal.

"We need to promote more youth to get involved in aviation," said VanGrunsvan. Referring to some of the kit building projects involving youth groups, VanGrunsvan told the crowd, "hopefully you are inspired to do the same in your community."

EAA President Rod Hightower was on hand to accept the aircraft on behalf of the museum.



Dave Weiman

Dick "Van" VanGrunsvan of Van's Aircraft, Aurora, Oregon, lands and taxis up in RV-1 at EAA AirVenture 2012 before donating the aircraft to the EAA AirVenture Museum.

by Dave Weiman

EAA President/CEO Rod Hightower set the tone for the week to come, July 23 thru July 29, 2012 at EAA AirVenture Oshkosh, Wittman Regional Airport, Oshkosh, Wisconsin, with enthusiasm and confidence for EAA's 60th annual fly-in convention.

At a press conference on Monday, Hightower introduced his wife, Maura, and their five children, then told reporters what to look forward to during the week ahead.

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Piper Aircraft celebrated its 75th Anniversary of the company and its Piper Cub at AirVenture 2012. More than 100 Piper Cubs flew in and parked along the flightline at Wittman Regional Airport in Oshkosh, Wis., turning the airport into a "field of yellow."

"We're improving the family experience across the spectrum," said Hightower, making special note of the teen offerings with three after-hours special events scheduled, as well as the Ford Fly-In Theater's Disney night on Thursday with the viewing of the movie "The Rocketeer." Returning for the second year in a row was filmmaker George Lucas, who introduced the showing of his film "Red Tails" on Wednesday.

There was a concert on Monday by the legendary Steve Miller Band following the air show. Little Texas performed on Wednesday, and Phil Vassar performed on Friday.

During the day, young children could build model rockets and balsa planes or fly in a high-tech flight simulator at "KidVenture," and enjoy "KidVenture Gallery" inside the AirVenture Museum.

Big aviation attractions this year included the 75th anniversary of the Piper J-3 Cub, and the 40th anniversary of Van's Aircraft. More than 100 Piper Cubs flew in, and an equal number of RVs.

The air show was highlighted by the debut of "Team RV" – the world's largest air show team – and the donation of RV-1 to the EAA Museum by Dick "Van" VanGrunsven. Piper, Cessna, Cirrus and dozens of other manufacturers had special announcements about new and improved aircraft and products, and

special fly-in deals. Everyone was out to make sales!

AirVenture saluted the greatest generation in the air featuring aerial displays and themed programs, including notable Doolittle Raiders and Tuskegee Airmen appearances. There was a "Tora! Tora! Tora!" re-enactment of the attack on Pearl Harbor during the "Warbirds Extravaganza" at Friday and Saturday air shows. Also, the world's only airworthy B-29 Superfortress – "FIFI" – returned for a second consecutive year.

"Super Saturday," July 28, was highlighted by the widely popular "Rockwell Collins Night Air Show," featuring the Canadian Skyhawks Skydiving Team; Aeroshell Team flying four T-6 Texans; Iron Eagles Aerobatic Team; solo performances by Bill Leff in his T-6 Texan, Bob Carlton in his jet-powered sailplane, Gene Soucy



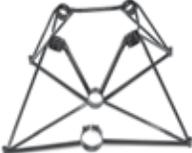
Saturday night air show fireworks.

in "Showcat," Elgin Wells' "Star Jammer," and Dragon's Fyre Jet Truck and Jet Funny Car; and the "Wall of Fire" pyrotechnics display, followed by spectacular fireworks. The crowd was huge and appreciative of the great entertainment.

Also on Saturday were two concerts featuring Da BLOOZE Bros "Blues Brothers" tribute band, presented by Ford Motor Company, and the Boogie Knights 1970s tribute band, presented by Southwest Airlines.

One of the more peaceful settings during AirVenture is the seaplane base on Lake Winnebago. You can spend several hours or a day just watching the floatplanes come and go. It is entertaining, the evening meals are good, the special events and social gatherings are fun, and the atmosphere is relaxing. Once you have been at the seaplane base, you will be back.

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Geoff Sobering



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AirVenture again attracted more than 10,000 aircraft and 508,000 visitors. Showplanes numbered 2,489 including 978 homebuilt aircraft, 907 vintage airplanes, 336 warbirds, 105 ultralights, 97 seaplanes, 35 aerobatic aircraft, and 31 rotorcraft.

There were 2,078 international visitors registered from 71 nations, with Canada (479 visitors), Australia (286), and Brazil (216) the top three nations. This total includes only non-U.S. visitors who registered at the International Visitors Tent, so the actual international contingent is undoubtedly larger. There were 897 media representatives on-site, from five continents.

“We are pleased that attendance has topped one-half million again,” said Hightower. “That is a tremendous total considering the intensely hot weather, storms, and struggles in the overall economy. The aviation community knows that Oshkosh is the place to be to find out what’s new, and actually



Geoff Sobering

Air show performer John Mohr.

buy new equipment, components, and aircraft.”

Commercial exhibitors and sponsors are a big part of AirVenture, and without their support, the admission price would have to be a lot more than it is to pay for all of the expenses.

EAA AirVenture Oshkosh is a boost to the local community, but also to neighboring cities Fond du Lac, Appleton and Green Bay, and many outlying smaller communities, and the state of Wisconsin as a whole. That’s why Wisconsin Governor Scott Walker has made it a point to attend each and every AirVenture since being elected, and that’s why each and every Wisconsin legislator should also attend.



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Dave Weiman

Rudy Frasca (center) of Frasca International, Urbana, Illinois, was inducted into the Flight Instructor Hall of Fame during EAA AirVenture. Jack Eggspuehler (right), president emeritus of the National Association of Flight Instructors (NAFI), presented a plaque to Frasca and his wife, Lucille (left). Rudy Frasca joined the U.S. Navy in 1949 and was a flight instructor at Glenview Naval Air Station where he used the early Link trainer for flight simulation. Following the service, Frasca attended the University of Illinois where he studied Aviation Psychology and expanded his interest in flight simulators. He founded Frasca International in 1958 and today the company offers high-end flight simulators for fixed-wing and rotary-wing aircraft to both civilian and military markets. Rudy Frasca released his book “From Cubs To Spitfires” during EAA AirVenture 2012.

Bucking the Trend

There's a troubling trend in general aviation—the long, slow decline in the number of active pilots—and it's the sort of thing that keeps me awake at night. Over the past few years, this is an issue all of us at AOPA have been actively investigating. We wanted to understand what is happening and why. And we wanted to know what we could do to change the trend.

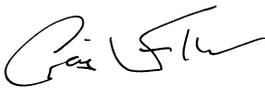
Today, we believe we have many of the answers. And we're making big changes at AOPA to better put what we've learned to work for the future of GA.

We've created the Center for the Advancement of the Pilot Community—a new division at AOPA to be led by Adam Smith and staffed with a team of experts in research, lifelong learning, and program development. The Center will be home to a whole range of initiatives dedicated to growing the pilot population, reducing the student pilot dropout rate, helping lapsed pilots return to the skies, and developing the kinds of supportive communities that keep pilots flying more often and more affordably.

It may sound like a mammoth task, and frankly it is. But we believe this comprehensive approach is the best way to buck the downward trend.

What really makes this effort different is that it's based on success. When we started this journey, we were trying to understand why some 70 percent of student pilots quit training before they earn a certificate. And we found some very clear answers not only about where the problems lie, but also about what works. Despite the alarming numbers, we were encouraged to see that some programs, schools, and students are succeeding—and that they have much in common. Then we set to work to develop tools that support and encourage the most successful training strategies—tools like the Flight Training Excellence Awards and the AOPA Flight Training Field Guides to name just two.

We'll be talking a lot more about the Center to Advance the Pilot Community at AOPA's Aviation Summit in Palm Springs, where we'll tell you more about our current initiatives, our plans for the future, and what you can do to help. I hope to see you there as we launch this exciting new approach to making GA stronger.

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

Craig L. Fuller
AOPA President and CEO



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

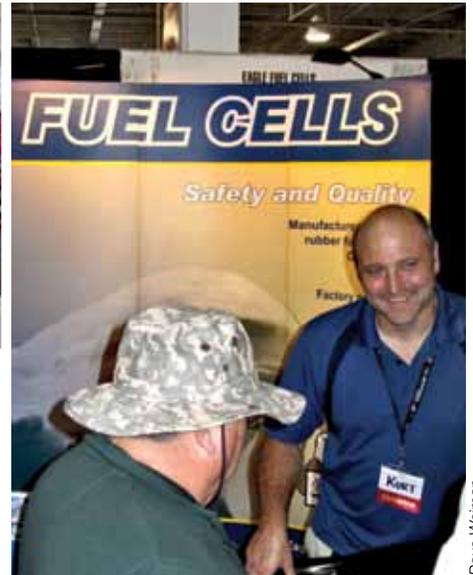


Dave Weiman



which eliminates sagging; patented auxiliary arms that allow a higher opening clearance and a lower mount point; and a strong, welded steel frame and trusses that withstand high winds and maximize the life of the door. Hi-Fold hangar doors even provide a "canopy" when open to protect against sun and rain. When closed, the sturdy jamb latch and rugged bottom seal keep intruders and extreme weather out. Hi-Fold also offers a "No-Fold Door," which results in less shock on the system, and more control in the operator's hands. For additional information contact William Bakalich at 715-262-3018 or 800-443-6536 (www.hi-fold.com).

William Bakalich, marketing manager with Hi-Fold Door Corporation of River Falls, Wisconsin, demonstrated their "Bi-Fold" hangar doors at EAA AirVenture 2012. Features of the door include a double-strength center hinge design,



Dave Weiman

Kurt Hartwig of Eagle Fuel Cells-ETC, Inc., Eagle River, Wisconsin, meets with customers during EAA AirVenture about replacing their fuel cells following the fly-in.

The amount of staff time that goes into planning and producing AirVenture must be in the tens of thousands, not counting the thousands of hours volunteers put in long before the gate opens.

"Our 4,800 volunteers and the EAA staff did a marvelous job of putting together a wonderful week," said Hightower.

If you have never volunteered even a day of your time at AirVenture, EAA would welcome your help in 2013. Park planes, park cars, work in a gift shop, help with trash removal, or arrive early and help with all of the pre-show maintenance of the grounds. There's plenty to do.

AirVenture 2013 will be held July 29-August 4. □



Dave Weiman

Bill Read, Chairman and CEO of The Wag-Aero Group, Lyons, Wisconsin, sold merchandise and answered questions about kit building and supplies at EAA AirVenture 2012.



Dave Weiman

Kristin Bendickson and Michael Trudeau of Hartzell Propeller, Inc., Piqua, Ohio, exhibited at EAA AirVenture 2012.



Dave Weiman

(L/R) Brian Meyerhofer and Brett Lawton of Leading Edge Air Foils of Lyons, Wisconsin, were among the hundreds of commercial exhibitors at EAA AirVenture 2012. Leading Edge Air Foils is a Rotax aircraft engine service center and part of the Wag-Aero Group of companies (www.leadingedgeairfoils.com).



Dave Weiman

Representatives of Minnesota State University Mankato were among many schools of higher education promoting their programs to prospective students at EAA AirVenture 2012. (L/R) Thomas Peterson, Assistant Professor at MSUM and Kevin Doering of North Star Aviation.

AirVenture – Always A “Can-Do” Spirit



Dave Weiman

(L/R) It was thumbs up all the way for AOPA President Craig Fuller and EAA Founder Paul Poberezny.



Dave Weiman

A 1940 Piper J3 Cub, restored by Richard and Dan Knutson of Lodi, Wisconsin, was featured at the Piper Aircraft display, recognizing the 75th anniversary of the aircraft and Piper Aircraft Company. The aircraft was later given away in the EAA Sweepstakes drawing.

by Jim LaMalfa

EAA's annual fly-in (AirVenture) is one of the aviation world's premier events, held at Wittman Field in Oshkosh, Wisconsin, each July. This year's event ran from Monday, July 23rd through Sunday, July 29th.

Starting my day at the EAA Museum where the Goodyear blimp was giving rides from Pioneer Airport, I proceeded east toward Phillips Plaza, where I noted Flight Designs' contribution to the Light Sport Aircraft category, the "CTLS." A neat little bird if there ever was one.

Across the walkway, Cessna aircraft were much in evidence, starting with a Citation painted in U.S. Air Force livery. Cessna's "Stationair" was on display, equipped with a turbo-charged "recip" engine. Behind it sat the Cessna Grand Caravan EX, looking very muscular with a woodsy color stripe on the fuselage. Completing this bevy was Cessna's "Skycatcher," a Light Sport Aircraft, so there was something for everyone.

Piper Aircraft had an impressive display. Sitting primly in front of its latter day cousins, a 1940 Piper J3 Cub, restored by Richard and Dan Knutson of Lodi, Wisconsin, drew our attention to the 75th anniversary of the redoubtable Cub. Called the "Grasshopper" in World War II, Cubs and other light aircraft, served as spotters for artillery, much to the chagrin of the enemy ground troops who tried to shoot them down. Piper's high-performance propjet, the "Meridian," was on display, featuring hot props and boot deicers on the

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

Jim LaMalfa



Flight Designs "CTLS"



Cirrus SF50 Personal Jet



Lockwood 912 Air Cam

Jim LaMalfa

wing's leading edge.

Cirrus Aircraft, Duluth, Minnesota, was displaying their full line of composite aircraft, including their SR22T-FIKI, with weeping wing. The wing streams alcohol over the surface in icing conditions, just like the airliners. I chatted with Gary Black, who was standing by the mockup of Cirrus's new "Vision" SF50 personal jet. After slipping in the pilot's seat of the mockup, I asked Gary how the certification of the SF50 was progressing.

"We have 400 missions on the test ship and expect certification in 2015," said Black. "The SF50 holds seven passengers, or five adults plus baggage. We want a deposit of \$100,000 to hold one for a customer. They will cost \$1.6 million when certified."

Is Cirrus doing well? They must be. They had a "Help Wanted" sign at the booth!

Aeronca aircraft have made a comeback in the last few decades. The latest aircraft features a 210 hp fuel-injected engine – a far cry from the

old Aeronca Champ and Sedan. Now called the American Champion Aircraft Company in Rochester, Wisconsin, the company had several attractive aircraft on display at AirVenture. A sleek blue and white "Denali Scout" with a 210 hp fuel-injected engine was much in evidence, as was a fire engine red, fully aerobatic "Decathlon" used by Aerobatics Australia. The Aussies know a good aircraft when they see it! The Denali Scout sports a 36-foot wing, empty weight of 1400 pounds, and a useful load of 750 pounds. It takes off in 388 feet, and has a maximum range of 690 nautical miles at 75% power.

If you take aerial photos – either still or video – the Lockwood 912 Air Cam bears a look. I talked to John Hurst, Sebring Aviation, about this interesting homebuilt kit. Used originally by the National Geographic Society for exploring rain forests in the Congo, it is a tail-wheel type aircraft, but can be equipped with floats.

The Air Cam evolved from an ultralight called the "Drifter," John told me. "This aircraft has two engines,

both the 100 hp 912 Rotax fuel-injected version. The two engines give the Air Cam the capability to fly on one engine or even take off with one if necessary. The two engines are close to the aircraft's centerline, so there is no appreciable asymmetric power problem. The kit includes everything needed to build the open seat aircraft, which has a takeoff roll of 200 feet and lands at 35 mph with flaps. It is entirely made of aluminum, ribs, spars and bulkheads. The pilot sits forward, but the rear seat position would still give a photographer unlimited visibility.

Lancair of Redman, Oregon, has been making kits for their high-performance, carbon fiber aircraft for quite some time, but the "Evolution" is their top of the line. I talked to reps Neal Longwill and Doug Walker in front of an Evolution.

"We have sold 49 kits to date," Neal told me, "and 29 are flying." The Evolution is powered by a Pratt & Whitney PT6A-135A 750 hp jet engine with a four-bladed prop up front. The aircraft is pressurized and has a ceiling of 28,000 feet. It costs \$1.3 million and the new owner gets to spend two weeks at the factory. The carbon fiber skin is pre-impregnated with resin. I admired the smaller two-place cousin to the Evolution, which was parked next to its big brother.

"That's our Sport Class Lancair," Neal added. "Our owners fly them for fun, but can race them at the National Championship Air Races in Reno, Nevada in the 200 to 240 knots category.

Looming over Phillips Plaza was the 312th Airlift Squadron's C5A Galaxy

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Ron Fagen of Granite Falls, Minnesota, with his wife, Diane; grandchildren, Ethan, 9, and Connor, 6; and their Curtiss P40E Warhawk at EAA AirVenture 2012. Fagen had just participated in EAA's "Warbirds In Review" interview with famed air racer, test pilot and Hollywood stunt pilot, Steve Hinton, talking about the P40 and its role during World War II. Fagen said that the wings of his P40E had been cutoff for salvage when he got the aircraft. After it was restored, the aircraft was porpoising in flight, so he sought the advice of legendary air show performer and test pilot, Bob Hoover. Hoover knew right away what the problem was. The fabric on the elevator had come unglued. Fagen has built an air museum in Granite Falls to house his collection of warbirds – Fagen Fighters WWII Museum – and says that he doesn't have a favorite airplane: "I like them all." Fagen is a manufacturer of Ethanol fuel.

transport with a long line of conventioners waiting to walk through its cavernous fuselage.

Also on the plaza was the Commemorative Air Force B-29 bomber "FiFi," and to the right, a municipally owned, City of Monroe, North Carolina, Curtiss C46 World War II transport, the "Commando."

Looking east on the taxiway to the north-south runway, I spotted a pilot doing a preflight on the Red Tail P51 Mustang. The aircraft was painted to honor the 332nd Army Air Corps fighter squadron of World War II – the Tuskegee Institute trained fighter pilots. Several of the Tuskegee Airmen were at AirVenture 2012: Lt. Col. Harold Brown, Col. George M. Boyd and Col. James Harvey. The producer and director of the motion picture, "Red Tails," George Lukas, was also at AirVenture. Just ahead of the Tuskegee P51, was a Viet Nam-era F-4 "Phantom."

Walking around the outdoor exhibits, I spotted an interesting radio controlled model of a yet unbuilt flying car, "Caravella." I chatted with designer Joe Caravella.

"We need investors," Joe said to me. "The full sized roadable air/car will be powered by a four-stroke Kawasaki engine. We think the kit will run around \$50,000. We are street legal as a three-wheeled motorcycle, but need some financial backers."

I told Joe I had met Molt Taylor back in the late 1970s. Taylor was the first designer of a flying car. Sooner or later, everyone ends up at Oshkosh.

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EAA AirVenture recognized the contributions of the Tuskegee Airmen. Pictured here with Dave Weiman of Midwest Flyer Magazine (center) is Tuskegee Airmen Lt. Col. Julius Jackson of Chicago, Illinois (left), and First Lieutenant Robert "Fox" Martin of Olympia Fields, Illinois (right).

There were a lot of beautifully restored warbirds in "Warbirds Alley" at the north end of Wittman Airfield, including a row of Mustangs featuring "Old Crow," and one P51 with its dive brakes deployed. There were also some beautiful Navy carrier aircraft including the TBM Grumman "Avenger" torpedo bomber.

The North American B-25 Mitchell bomber, "Panchito," was on hand. The B-25 was used in the first aerial attack on Japan, April 18th, 1942. General James "Jimmy" Doolittle and 79 other pilots and crew members on board the new carrier, USS Hornet, took their 16 Mitchells and headed for Tokyo and other Japanese cities. The raid stunned the Japanese who had been told their country was invincible. The B-25 was used in the island hopping campaigns of the U.S. Navy as it moved toward the Japanese homeland.

Hundreds of forums and workshops provided homebuilders with the information they need to successfully build or restore their aircraft.

The "Can-Do Spirit" was everywhere at Oshkosh, from the inventors, builders and restorers, to the war heroes honored and the hundreds of volunteers and staff that work hard to produce the event each year so we may enjoy it. AirVenture once again made me proud to be an EAA member, and I look forward to what's coming up in 2013, July 29 - August 4. □

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Pilots of the B25 Mitchell Bomber "Panchito." (L/R) Reeve Wallis of Chicago, Illinois, and Gary Byrd of Columbia, S.C.

Flying With Grandpa!



Tom Briden of Stacy, Minnesota, takes his granddaughter, Ellie Copley, 7, for a ride in his 2002 RV8A. Briden's brother, Gordy, flew escort in his Cessna 172 Skyhawk with Ellie's 3-year-old brother, Charlie, enroute to the Shell Lake, Wisconsin fly-in, September 1, 2012.



Rice Lake Regional Airport - Carl's Field
Rice Lake, Wisconsin

Rice Lake - A Return Visit



Carl's Field Fly-In
Rice Lake, Wisconsin

by *Dave Weiman*

RICE LAKE, WIS. – If you were to get stranded, Rice Lake, Wisconsin would be a pretty nice place to be. I know from experience. It was 1985 and we were on a family vacation to Mackinac Island, Michigan. From there, our plan was to fly to Duluth, Minnesota and rent a car for a drive up the North Shore.

I was flying a Cessna 172, and our children were very young. The weather was forecast to be excellent, but changed 25 miles east of Duluth even to the surprise of ATC. It got dark, the fog set in and it began to rain very hard. No auto pilot or fancy Garmins – just a couple of



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VORs – and the ink barely dry on my new instrument ticket. After a missed approach to accommodate an inbound Northwest flight, I opted for better weather towards the south. The Twin Cities went down, but Eau Claire was still okay, and further south, better yet, so I had options.

When I got 100 miles south of Duluth, there was an opening in the clouds and directly below was Rice Lake Municipal Airport, and the runway lights were on. I made my approach and when on short final, the runway lights went out, and the ground and sky turned black. Apparently someone had just landed, and the lights timed out. I quickly keyed my microphone and the lights came back quickly and bright – too bright. In my haste to get the lights back on, I clicked two too many times, but I didn't really care. I had lights and landed.

Carrying two young children, we walked into the airport office and there laid Carl Rindlisbacher on the couch, sound asleep. "Hey Carl...Dave here. Is there a hotel nearby?"

A little startled Carl awoke and asked where I had come from. "Must have fallen to sleep, Dave," he replied. "Just a block down the street is a great Best Western Inn with a pool and everything."

So we grabbed our bags, walked down the street and checked in. The kids were happy...the wife was happy... and it felt good to be on the ground. The next day the weather was perfect and we continued our trip to Duluth, but we could have just as easily stayed in Rice Lake and enjoyed one of dozens of resorts and hotels, and the many recreational activities. Rice Lake is the classic northern Wisconsin vacation destination, offering the best of all worlds, from great fishing, hiking, biking and ATVing, to shopping and live theatre. Rice Lake is north of Eau, and northwest of the Twin Cities. For additional information on visiting Rice Lake, refer to ricelakewis.com.

In 1995, the airport was moved from close to town to the outskirts and renamed Rice Lake Regional Airport – Carl's Field (KRPD) in memory of Carl

Rindlisbacher, who had passed away by then. There are two runways – one 6700 feet long by 100 feet wide (01/19), and a crosswind runway 3500 by 75 feet (31/13). There are ILS and GPS approaches, and AWOS. Just remember that it is "right traffic" for Runways 01 and 31.

The modern 4,000 square foot terminal building has all of the conveniences, including an executive conference/training room, pilot lounge and showers, passenger waiting room, and heated hangars. Rice Lake Air Center is the full-service fixed base operator on the field, and there is a full-time airport manager. There's still over 900 acres waiting to be developed on the airport property, so plenty of room to grow.

The airport held its annual fly-in August 11, 2012 and the turnout was excellent. It was nice to return under better flight conditions.

For additional information on Rice Lake Regional Airport – Carl's Field, contact airport manager Jerry Stites at 715-458-4401. □

Tanis Announces New President/CEO At AirVenture

EDEN PRAIRIE, MINN. – Tanis Aircraft Products has named Douglas J. Evink, President and Chief Operating Officer. Bob Krueger will remain Chairman of the Board and active in the company, which he solely owned until now. Among Tanis' many aircraft and helicopter standard type certificates is their recent approval to install the Tanis preheat system on the Cessna Skycatcher 162 Light Sport Aircraft.

Tanis has a manufacturing facility in Glenwood, Minnesota, and corporate sales offices at Flying Cloud Airport in Eden Prairie, Minnesota.

Other members of the executive staff include Dirk Ellis and Christine Wetherell.



(L/R) Bob Krueger, Doug Evink, Christine Wetherell, and Dirk Ellis at their outdoor exhibit at EAA AirVenture-Oshkosh 2012.

An advertisement for Ulteig Engineering, Planning, and Consulting Services. The top left features the Ulteig logo and the text "Engineering, Planning, and Consulting Services". The top right has social media icons for Facebook, Twitter, and LinkedIn, along with the website "www.ulteig.com". The main text reads "Forward-thinking" and describes the company's services. At the bottom, a list of cities is provided: Bismarck • Cedar Rapids • Denver • Detroit Lakes • Fargo • Minneapolis • Sioux Falls • Williston. The background of the ad shows a small aircraft in flight over a landscape.

Tanis Aircraft Products is the leading manufacturer of preheat systems for general aviation aircraft. Since 1973, Tanis has been the innovator in aircraft preheat systems, delivering reliable solutions for critical aircraft operations.

For additional information call 1-800-443-2136 (U.S. and most of Canada) or 952-224-4425 worldwide (www.TanisAircraft.com). □

Wings Over Waukesha Airshow



Kurt Stanich

WAUKESHA, WIS. - Kurt Stanich, assistant manager at Waukesha County Airport, was chairman of the "Wings Over Waukesha Airshow," held August 25-26, 2012 at Waukesha County Airport (Crites Field).

Wings Over Waukesha featured Jim "Fang" Maroney and his Super Chipmunk; Dave Dacy's 450 Stearman with wingwalker, Tony Kazian; Dr. Bill Blank in his Super Decathlon; and the Sky Knights Sport Parachute Club Demonstration Team. EAA's B-17 "Aluminum Overcast" provided rides and tours. Phil Dacy provided the play-by-play narration of the performers. □



EAA's B-17 "Aluminum Overcast."



Pilots Bob Davis of Lake Geneva, Wis., and George Daubner of Oconomowoc, Wis., at the controls of "Aluminum Overcast."



Douglas Holt takes a moment to remember when he and his fellow crewmembers made bombing runs in their B-17 over Germany during World War II.



(L/R) B-17 passengers Phil Peterson, President of the Wisconsin Flying Farmers; Dave Weiman of Midwest Flyer Magazine; and Douglas Holt of Mequon, Wisconsin. Holt was a pilot on a B-17 during World War II and wrote the book "Lucky Dog" (www.youtube.com).

Wisconsin Governor Visits UW Oshkosh AeroInnovate During AirVenture

OSHKOSH, WIS. – On Wisconsin Governor Scott Walker's annual visit to EAA AirVenture in Oshkosh, Wis., July 24, 2012, he stopped by the "AeroInnovate Innovations Hangar" to learn more about new aviation technology, and to encourage business to locate in the state.

AeroInnovate is a nonprofit organization founded by the University of Wisconsin Oshkosh Business Success Center and the Wisconsin Entrepreneur's Network. It brings together local, regional, national and international aviation innovators, offers educational forums, and introduces entrepreneurs and companies to investors and industry leaders.

Among the exhibitors this year were Engineered Propulsion Systems of New Richmond, Wisconsin, and California-based Makani Power, which is considering locating its manufacturing in Wisconsin (www.aeroinnovate.org). □



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Nation's First Net Zero Energy Flight Terminal Breaks Ground At Outagamie County Regional Airport... Building To Be Completed Before EAA AirVenture 2013

APPLETON, WIS.

– Outagamie County Regional Airport (ATW) broke ground in August 2012 for a new, state-of-the-art, 8,000 square foot general aviation terminal, called Platinum Flight Center. The terminal will feature a two-story atrium lobby, flight-planning room, pilot center, and passenger lounge. Platinum Flight Center offers maintenance, airline and general aviation fueling, charter services, and pilot training.



(L/R) Patrick Heil, Patrick Smith and Tracy Schoenrock of Tailwind Flight Center; Travis Thyssen, Outagamie County Supervisor; Peter Stueck, Vice Chairperson, Outagamie County Board; Mike Thomas, Outagamie County Supervisor; Marty Lenss, Director, Outagamie County Regional Airport; David Green, Director, Wisconsin Bureau of Aeronautics; Mike Abhold, Principal, SMA Construction Services, LLC; Shannon Full, President/CEO, Fox Cities Chamber of Commerce & Industries; Matt Dubbe, Market Leader-Architecture, Mead & Hunt; Thomas Nelson, Outagamie County Executive; and Toby Paltzer, former Outagamie County Executive.

The design of the new terminal includes traditional sustainability measures. The building's social sustainability was also taken into consideration, making it a healthy and welcoming environment for employees and visitors alike.

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- Natural ventilation through operable windows.

- Geothermal and photovoltaic technology.

“A fixed based operator at the local airport is, to many, the first and last impression of your community, whether flying for corporate or leisure purposes,” said Thomas Nelson, Outagamie County Executive. “Outagamie County will be proud to welcome guests through this facility.”

“Unlike traditional building design, when developing this facility, the functionality was designed in detail first and building form came second,” said Outagamie County Regional Airport Director, Marty Lenss. “The net zero standards of this facility align with our core values at ATW in respect to being good stewards of the environment.”

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Coming Soon!

Innovative online database of pavement conditions at North Dakota's airports

by Danielle Teigen

The engines begin firing. You lock your tray table and seat in the upright position. Maybe you're engrossed in a mystery novel or listening to your iPod. No matter what you're doing when an airplane takes off, it's probably safe to assume you aren't thinking about the condition of the pavement you're leaving or landing on.

But airport managers and consulting engineers do. In fact, they've spent a substantial amount of time thinking about, studying, measuring, and analyzing the condition of the pavement because it's the main component of a successful airport. Every three years, the North Dakota Aeronautics Commission (NDAC) secures funding from the Federal Aviation Administration to conduct a Pavement Condition Index (PCI) study.

In February 2012, NDAC awarded the Ulteig team the contract for the 2012 North Dakota PCI Study, which will help airports throughout the state manage their budgets by providing an up-to-date record of the pavement condition. The study kicked off in September and information gathering will wrap up in November.

"This project will determine the condition of pavement at airports across the state so they can budget and plan projects to maintain and improve those pavements as needed," described Kevin Nelson, project manager and associate vice president of aviation.

Pavement represents the largest investment for an airport, so maintaining pavement in excellent condition is important. The PCI study includes 67 of North Dakota's 72 paved public airports. "The index allows us to maintain consistency on a statewide scale because all the airports are studied using the same system, which benefits us from a statewide planning perspective," explained Kyle Wanner, aviation planner for NDAC.

PCI: An Engineering Innovation

The PCI procedure has only been in place for about 30 years. After the Vietnam War ended, the U.S. Air Force



The 2012 Pavement Condition Index (PCI) Study is underway in North Dakota. The project involves analyzing the pavement condition at airports throughout the state.

(USAF) realized its need for a well-trained and well-equipped team that could manage changing airport needs. Previously, the U.S. Army Corps of Engineers performed airfield evaluations, but the USAF wanted a group organized within its ranks. The result was an Airfield Pavement Evaluation team organized in 1970 at Wright-Patterson AFB in Ohio, according to a paper entitled "U.S. Air Force (USAF) Airfield Pavement Evaluation Program," presented at the Federal Aviation

Administration Airport Technology Transfer Conference in 2002.



Kevin Nelson



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The Ulteig team is busy collecting information about the pavement condition at 67 of North Dakota's paved public airports. The results will be delivered in an online database airports can use to manage upcoming pavement projects.

When airfield pavement testing first began, it was a destructive and disruptive process, often severely interrupting operations with the labor-intensive requirements, according to the article. By the middle of the decade, nondestructive tests emerged, though completing them and properly analyzing the data still required significant amounts of time.

The current PCI procedure was actually developed in the early 1980s as a visual evaluation used to assess the condition of airfield pavement, according to a 2001 article about the pavement condition index. The PCI procedure is commonly used because it has received widespread acceptance throughout the world, creating consistent understanding about pavement conditions among the world's airports. The scale used for the PCI ranges from 0-100, and the index is used by a variety of agencies to designate the condition of pavement.

Changing The Delivery Method

Airports in North Dakota have used the PCI procedure to evaluate pavement conditions since the 1980s, Wanner said. The final product has always been a static report that is printed or provided on a disc. When Ulteig and its partners

decided to propose on the project, they knew they wanted to do something different.

"We heard from a lot of managers that the studies in the past didn't get looked at after the initial delivery," Nelson said. "Often only one copy was provided to an airport, and sometimes a manager might put it in their office and never open it again or the report would go to a consultant so the airport wouldn't even have access to it."

To address this issue, Ulteig, Applied Pavement Technology, and EVS determined that an online database would better suit the changing needs of North Dakota airports. That means the results of the study will be accessible to any airport managers, pilots or other individuals who require it.

"We are excited to put this useful tool in the hands of airport managers across the state," said Jon Scrapper, vice president of aviation at Ulteig.

A bonus of having the information so accessible means it will be easier for airport managers to present the information to airport authorities, airport boards, or communities when discussing the need for future projects, Wanner said.

"The hope is that airports will be able to take a larger role in planning for the future of their airport by being provided a pavement management system that is easy to use and understand," he explained. "I believe the selection committee felt that Ulteig and its partners would revolutionize the study and provide a deliverable that would be able to take more of a lead role in airport planning throughout the state."

Having the information in an online database also means keeping the pavement conditions up-to-date will be easier. When a North Dakota airport plans a repair or replacement, current information from the project can be easily inputted in the PCI database. This allows these airports to develop better strategies for maximizing the money spent on an airport's largest investment: pavement. Being able to manage funding to properly maintain that investment for the longest period of time is the best use of precious dollars, Scrapper said. "Making the information easy to access and utilize means airports can budget for projects at the right time, which would save federal, state, and local airport project dollars," Wanner explained.



Jon Scrapper

Addressing Changing Traffic Volume

It's no secret that western North Dakota is seeing unprecedented growth thanks to the oil boom. That growth is also affecting airports in the region that are dealing with increased flight traffic. The four commercial service airports in western North Dakota—Williston, Minot, Bismarck, and Dickinson—have all experienced an increase in traffic associated with the boom. Minot International Airport is

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currently in the midst of constructing a new terminal, according to a September 1 forum article. An August 2012 Aviation International News article reported that the Williston airport, Sloulin Field, started seeing increased air traffic nearly two years ago and has experienced a 50-fold increase since then.

The awareness about increased air traffic led Ulteig and its partners to also address pavement strengths at the commercial service airports in North Dakota in the 2012 PCI study. These airports are receiving requests from airlines and corporate flight departments to land aircraft at these airports that have never been seen there before. The airport managers need information to know if their pavements can handle the loads that these aircraft will put on their pavements. The project will integrate the strengths of the runways into the online pavement condition reports so both airports and pilots will have fingertip access to the information. The fingertip availability of this information is critical for airport managers in bustling North Dakota.

The Federal Aviation Administration (FAA) is adopting international standards of strength reporting for determining pavement strengths. This standard compares an airport's Pavement Classification Number (PCN) to an aircraft's Aircraft Classification Number (ACN). As long as the ACN is less than the PCN, the pavement will be fine and the airport can tell the pilot to go ahead and land there. "The FAA is trending toward requiring this information in the near future, so having it available now will be especially helpful to the airports, especially those in the oil-producing region," he explained.



Having an updated PCI will allow North Dakota's airports to better prepare for necessary pavement repairs or replacements.

A Team Approach

Teamwork is the theme of this study. The Ulteig team includes Applied Pavement Technology, a national leader in state Airport Pavement Management Systems (APMS) projects, and EVS, a nationally recognized expert in pavement engineering and evaluation. These firms will work together to capitalize on each one's strengths.

The Ulteig team will travel the state – in rain, sunshine, snow, or wind – collecting information from all 67 airports spread throughout the entire state and delivering the data back to the partners for analysis. As project manager, Nelson is responsible for ensuring quality and accuracy, as well as keeping everyone on schedule to achieve important

project milestones. He anticipates that collecting information from the 67 airports included will be complete by December, with final product delivered in early 2013. Ulteig has been working in the aviation industry since 1970, providing aviation engineering and planning services to general aviation airports, air carrier airports, and military installations for more than 40 years.

APTech's extensive knowledge, and expertise with APMS projects, complements Ulteig's experience. The company has completed APMS projects for 21 states. Since 1994, the company has completed more than 2,000 airfield PCI evaluations, and today, averages more than 150 annually. EVS is providing invaluable experience from having gathered PCI data for other clients in the region and beyond.

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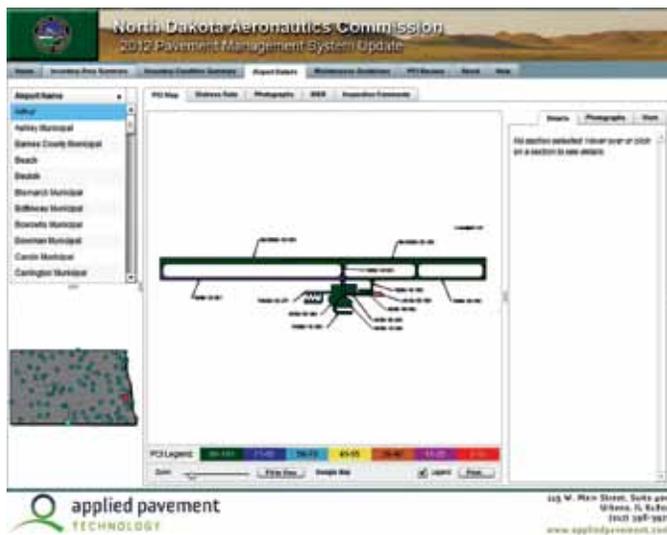

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The Ulteig team isn't the only one involved with the project. The Ulteig team is also assembling stakeholders throughout the project to give them a voice in how the final product functions. The focus group includes NDAC staff members and airport managers from across the state. Nelson anticipates this involvement means the Ulteig team will provide an even more useful tool to help North Dakota airports budget for upcoming projects and truly revolutionize the management of pavement in



This image shows what the online PCI database will look like when it is finished. The final product will be available to airport managers, pilots, and anyone else who needs to know the pavement condition at airports throughout North Dakota.

North Dakota.

Together, the Ulteig team will provide NDAC and airports throughout North Dakota with invaluable information necessary to continue operating a successful airport system and allowing you to think about other things the next time you're on an airplane. So sit back, tighten your seatbelt, and rest comfortably knowing that in North Dakota, a group of dedicated professionals are making sure you have a smooth landing. □

WWII Veteran Donates Airport To Recreational Aviation Foundation For Future Generations

OSHKOSH, WIS. – The importance of privately-owned airports was brought to public attention, July 25, 2012 at EAA's Brown Arch on Wittman Regional Airport in Oshkosh, Wisconsin, during EAA AirVenture, when Ben Ryan and his wife, Agnes, donated their airfield – Ryan Field (2MT1) – to the Recreational Aviation Foundation (RAF) to ensure that the airport would stay open for future generations. RAF installed a Legacy Rock at the Brown Arch to memorialize the Ryans' generous donation.



Ben Ryan stands in front of a photo of Ryan Field during ceremonies at EAA AirVenture Oshkosh 2012. The Ryans donated their airport, located near Glacier National Park in Montana, to the Recreational Aviation Foundation.

Field in Milwaukee, now General Mitchell International Airport (KMKE) during World War II. It had been 66 years since Ryan flew a P-38 Lightning when he was given the opportunity again during AirVenture to fly "Glacier Girl."

During the final days of World War II, on Columbus Day in 1945, Ryan was overrun by his wingman in trail and the tail of his P-38 was severely damaged, forcing him to bail out over

the waters of the Panama Canal Zone.

The Ryans' trip to Oshkosh was organized by the Recreational Aviation Foundation as its way of thanking the Ryans for donating their home, property and airstrip in northwest Montana. Ryan Field is located on the western border of Glacier National Park in Montana. Everything combined – the location of Ryan Field and the fact that Ben Ryan flew P-38s during World War II – it was only appropriate that Ryan be given the flight in "Glacier Girl."

Bob Cardin, one of the people behind the recovery and restoration of "Glacier Girl," made Ryan's return to the cockpit possible. Signature Flight Support and Glacier Jet Center of Kalispell, Montana were sponsors.

While Ben Ryan was flying P38s and P39s during World War II, Agnes Ryan was a nurse with the Army Nurse Corps (www.theraf.org). □

Dave Weisman

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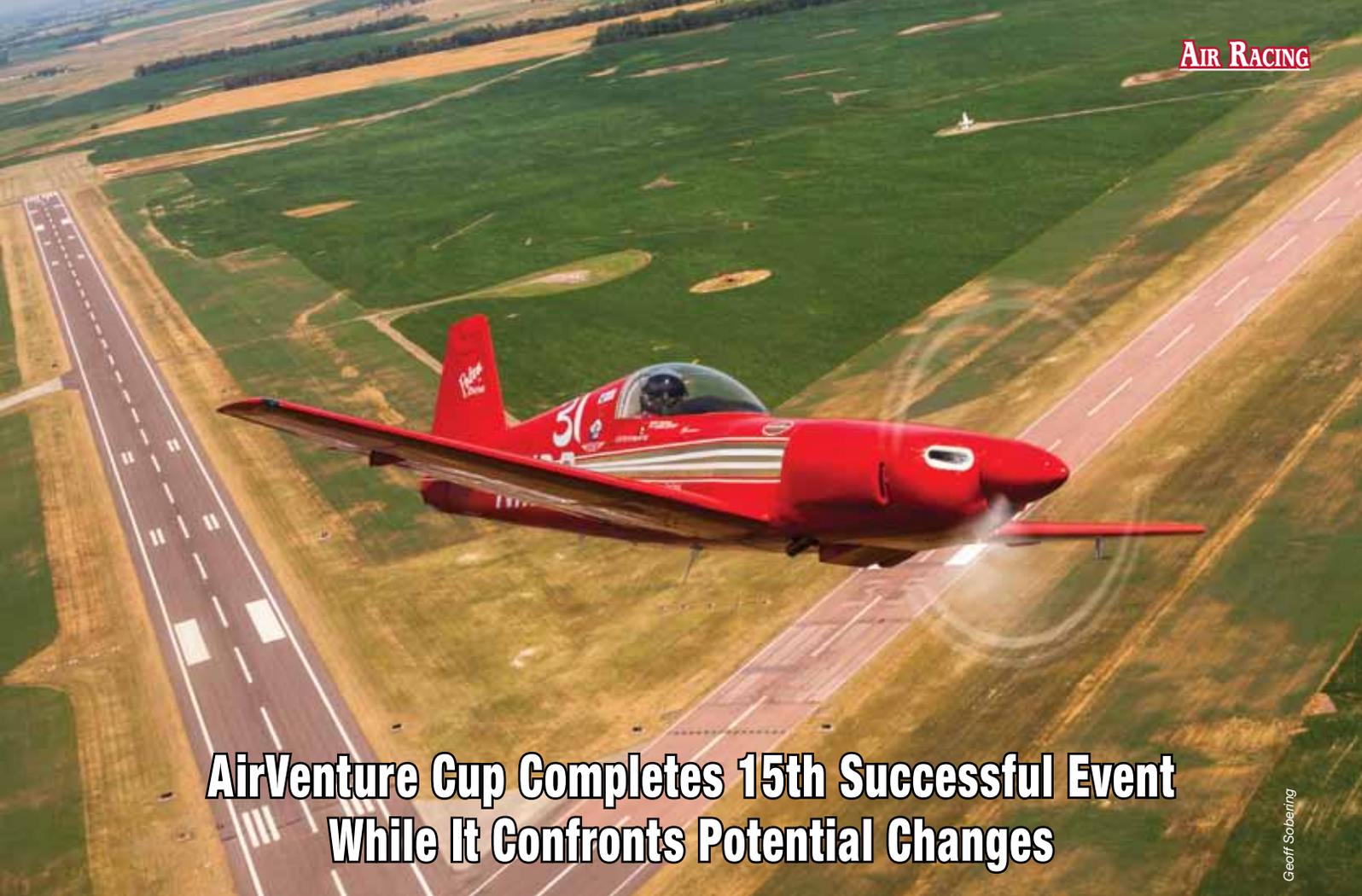
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Geoff Sobering

AirVenture Cup Completes 15th Successful Event While It Confronts Potential Changes

by Geoff Sobering

The first group of race pilots and staff arrived at the Mitchell, S.D. airport, August 22, 2012, to prepare for the 2012 AirVenture Cup Race. The previous evening's briefing had laid out the planned race course starting at Mitchell (MHE), proceeding southeast to a turning point at Pocahontas, Iowa (POH), and continuing northeast to the finish-line in West Bend, Wisconsin (ETB). The first look at the radar that morning showed a problem: a line of strong storms in Iowa and Minnesota stretching directly across the course.

No problem. Over the 15 years of the AirVenture Cup races, weather-related changes had become a well-practiced skill. The first option was to simply delay the race until the storms had moved or dissipated. A weather briefing from Flight Service (FSS) indicated that might not happen until Sunday evening.

Richard (Dick) Keyt of Granbury, Texas, flying over Mitchell Municipal Airport in his "Polen Special." The aircraft sports a fuel-injected Lycoming IO-360 engine and routinely flies at over 300 mph. This year it hit 321.22 in the race.

Closer examination of the radar and consultation with FSS showed a possible route to the north. Moving the turning point from Pocahontas to Faribault, Minnesota gave a route that passed north of the storms and south of the class-B airspace at Minneapolis/

St. Paul International Airport (MSP). However, the course to the West Bend finish line would pass uncomfortably close to the busy "Fisk Arrival" at Oshkosh and a number of Military Operations Areas (MOAs). Luckily, Jeff Lange, one of the veteran racers, runs a Sport Air Racing League (SARL) race from his home airport at Waupaca (PCZ), which is well northwest of the busy Oshkosh traffic. A quick call to

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AIRVENTURE CUP RACE

Waupaca verified the airport would be happy to host the racers. Lange even had the finish-line briefing sheet from his SARL race to give to the Mitchell racers.

In a few, short hours the decision to move the race-course had been made, airports and the FAA were notified, the turning-point and finish-line crews were moving, and the racers were briefed on the changes. Only a few hours later than planned, the racers were off.

Since the first AirVenture Cup Race in 1998, weather and other unexpected conditions have been the norm. In fact, a race going “as planned” is a rare occurrence. One regular racer even wondered, “I don’t know why you guys spend so much time planning this thing beforehand. It seems like you always figure it out just fine Sunday morning.”

Despite the last-minute course change, the 2012 race was a huge success. The one thing the weather did

provide was a strong tailwind. This was the first time a tailwind was present since the west-to-east course was started in 2008, and almost all the racers were happy to find they had set new records.

However, the race itself is only a small part of the complete AirVenture Cup event. Much of the attraction comes from the camaraderie and friendship built up over the years of competition. The Friday night informal dinner, the Saturday banquet/briefing, and the post-race awards dinner at Oshkosh are important parts of the event. Seeing the latest aircraft changes is another part of the occasion. Many times there will be a group of racers huddled around an airplane examining (or debugging) some new scoop, faring, cooling plenum design, or other system. Racing gives builders an additional impetus for continual tweaking and adjustment of their craft in search of that extra knot of speed.

Pilots have many different reasons for participating in the race. Not everybody is simply interested in beating other planes to the finish. All of the racers are interested in improving both the speed of their aircraft and their piloting skills to fly the best course. Many compete against themselves, trying to set new “personal best” records. The sides of quite a few planes have lists of past performance at various events painted on them.

Pilot skill level varies over the entire spectrum. Not surprisingly, there are some highly experienced racers, some with military backgrounds. Lee Bethel, president of the Sport Class at Reno, is a regular participant along with Dick Keyt, the owner of the Polen Special. In addition to the regular racers, there have been some notable celebrities: Hoot Gibson, Daryl Greenamy, Bruce Bohanon, and Kevin Eldridge are some of the most recognizable. On the other end of the spectrum, Eric Whyte recalls one person who called about registering for the race, saying he would be there “assuming he passed his private-pilot checkride next week.”

The airplanes are as varied as the pilots. On the extreme end of the

spectrum, there is a turbine division, and some of the planes are purpose-built racers like the Polen, Nemesis NXT, and Soneri. Most of the planes are high-performance homebuilts, like the Lancair, Quest Venture, Glasair, SX-300, and Wittman Tailwind. There are a number of various RVs and Rutan designs, too (in fact, there are two RV-only classes). While large-displacement engines and turbochargers are common, there are many more modest powerplants. For example, Jeff Lange flies his VW-powered Soneri (to a 200 mph record this year). Recently, there have also been an increasing number of Light Sport Aircraft in the race, including a Kitfox, Pietenpol, and Rans-S12S.

There are always some unusual aircraft that make an appearance. This year there were three Rutan Defiants. Tres Clements of Scaled Composites brought Burt Rutan’s distinctive Boomerang to act as a chase-plane. This was Tres’ second AirVenture Cup Race. In 2009, he raced in a Pietenpol.

When the race is hosted by Mitchell, the event takes on a much larger scope. The AirVenture Cup weekend is probably the second largest aviation event in South Dakota, second only to the Sioux Falls air show. The airport, fixed base operation, South Dakota Office of Aeronautics, and the Mitchell community are all big supporters.

“AirVenture Cup Saturday” at Mitchell is an airport open house, organized by the Wright Brothers fixed base operation and airport management. Over the course of the day a few thousand people will visit. This year there was a rodeo going on the same weekend, so attendance was a bit down, but 1500 people still stopped by to look at the planes and talk with the racers. The rodeo asked the race to participate, and they did a fly-over of the parade in the morning, and a formation flight over the arena in the afternoon.

Along with the open house, there is a Young Eagles rally on Saturday. Despite the lack of a local EAA chapter, it is a huge event. In 2010, almost 200



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Geoff Sobering

Excitement grew as pilots readied their aircraft on the ramp at Mitchell Municipal Airport. The race course took them from Mitchell, S.D. to Faribault, Minnesota and on to the finish-line in Waupaca, Wisconsin.

kids were flown. This year the 100-degree temperature and rodeo going on just down the road reduced the participation, but in the end there were about 150 new Young Eagles flown, mostly by racers and race support staff.

The AirVenture Cup Race has its genesis with the 1997 Denver-to-Oshkosh “Great Cross-Country Air Race” sponsored by Aircraft Spruce. Longtime friends **Eric Whyte** and **Kjell Erik Anderson** decided to enter with their newly acquired Piper Comanche. They had three goals: 1) Finish, 2) Fly non-stop, and 3) Complete the course in under six hours. They succeeded in meeting all three goals, finishing with a couple of minutes to spare.

The two immediately started thinking about how to run an even better race the following year. Eric Whyte was working at EAA headquarters at the time, and he mentioned their thoughts to his boss, Ben Owen, the Director of Membership Services. Quickly, Jack Cox and Tom Poberezny became enthusiastic supporters. The concept developed as a re-creation of the atmosphere at Bendix Trophy races. Like the Bendix, the race was to provide an opportunity to improve the efficiency of flying cross-country. It was also decided to focus the race on experimental amateur/homebuilt planes. At this time, EAA was getting involved with planning for the “Centennial of Flight” celebrations in 2003, and a race from Kitty Hawk to Oshkosh looked like a perfect fit. Poberezny suggested that it would be a good idea to run the race a few times

before the “big year” to figure out the details of planning and managing the event.

So, in 1998, the first AirVenture Cup Race was run from Kitty Hawk to Oshkosh. The 800-mile course limited the kinds of planes that could participate, and only 10 racers participated. Immediately they started learning about the weather. Storms appeared along the course and despite an on-site FSS briefing in the morning, racers ended up diverting. At the end of the day race-planes were weathered in at airports spread across five states.

Despite the problems, the group persevered. On the way out to Kitty Hawk in 1999, Eric Whyte made a fuel stop at Wright Brothers Airport in Dayton, Ohio (MGY). While they were there, he spoke with air show performer and fixed base operator, Bill Leff of Commander Aero. On race

morning, it was clear flying from Kitty Hawk to Dayton, and terrible weather to the west. At 6:00 am Whyte called Leff and arranged for an intermediate stop. That was such a success it became the prototype for the subsequent races through 2003.

During that period, the race experimented with a number of different changes to the race format. One year they had a low-level time-trial with a police radar-gun to measure the speeds. This was a huge success and a large crowd came out to watch. Unfortunately, the police radar-gun was only able to read up to 199 mph. Luckily the announcer was Jack Watson, a regular racer with a flair for the dramatic, and he simply made up numbers as the planes went past. The crowd loved it.

The “Centennial of Flight” celebration in 2003 brought 86 planes to the race. It also marked the end of the 800-mile racecourse. Commander

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Geoff Sobering

Richard Keyt's "Polen Special."

Aero was an enthusiastic supporter of the event, and the 500-mile Dayton-Oshkosh leg was much more manageable. From 2004 through 2007, the race used the shorter course.

For 2008, everybody felt like a change. One disadvantage to starting at Dayton was flying into the generally prevailing westerly winds, so a search was on for a starting point west of Oshkosh. The organizing committee started by drawing an 500-mile radius arc centered on Oshkosh and looking for airports near the line. They were looking for someplace with low traffic, a good fixed base operation, at least two hard-surface runways, and enough ramp space to park 50-100 aircraft. A number of airports were not interested in hosting the event. In the end there were about three candidates. Mitchell was selected for the following reasons: 1) a supportive FBO, 2) an enthusiastic airport manager, 3) no MOAs on the direct route to Oshkosh, and 4) a huge ramp area. It turned out to be the perfect choice. The facilities are ideal, and Mitchell embraced the race wholeheartedly.

2012 brought another change to the race. For the first time the race was run under the auspices of the Sport Air Racing League (SARL) instead of EAA. The biggest difference was the addition of new classes for production aircraft. This brought five new planes to the AirVenture Cup, including Linda Streetely of SARL and Yasmina Platt from AOPA flying Linda's Grumman Cheetah.

The future of the AirVenture Cup is uncertain. The change from EAA to SARL sponsorship has brought the

potential for many changes, not the least is the race's name itself. The possible loss of EAA volunteer credit for AirVenture Cup support staff is another practical issue. However, there are 15 years of great fun and shared experiences, along with an enthusiastic group of organizers that will hopefully provide the impetus for many more years of races. At the awards banquet there was already discussion about alternate east-to-west courses for next year.

For complete air race results, go to:
www.airventurecuprace.com.



Eric Whyte

AirVenture Cup cochair, Erik Anderson, flying his RV6 shortly after completing the project with fellow pilot, Bob Lang. Anderson passed away from a massive heart attack less than a month following this year's race.

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EDITOR'S NOTE: AirVenture Cup Race cochair, Kjell Erik "Da Swede" Anderson, 51, died unexpectedly September 10, 2012, from a massive heart attack while at work. Anderson was a music and aviation teacher at East High School and Sherman Middle School in Madison, Wisconsin.

Two days before his death, Anderson made an emergency landing in his RV-6. He was flying with fellow pilot, Eric Whyte, headed north from Madison when an oil line failed. Smoke started to fill the inside of the aircraft. The two pilots declared an emergency and landed near Necedah, Wisconsin, and made the needed repairs to the plane.

Regardless of his focus, friends said that Anderson always was trying to help young people excel, achieve, succeed, or just survive. □

Piper Celebrates 75th Anniversary At AirVenture



Dave Weirman

Dave Weirman

Among the aircraft Piper displayed at EAA AirVenture 2012 was the twin-engine turboprop Piper Seneca V.

Piper Aircraft celebrated its 75th Anniversary of the company and its Piper Cub at EAA AirVenture 2012, Oshkosh, Wis.



Dave Weirman

Simon Caldecott, President and CEO of Piper Aircraft.

OSHKOSH, WIS. – To commemorate the 75th Anniversary of Piper Aircraft, and the plane that made it famous, Piper is celebrating its history all year long, and focused on EAA AirVenture 2012, July 23-29 in Oshkosh, Wis. Hundreds of Piper Cubs turned the Oshkosh flightline into a “field of yellow” as aviation celebrated the iconic aircraft’s 75th anniversary. Additionally, a Piper J-3 Cub was awarded this year as the grand prize in the 2012 EAA “Win the Cub” Aircraft Sweepstakes. The EAA Sweepstakes, one of the longest running airplane giveaways in the world, annually supports EAA’s aviation education programs.

Additionally, Piper exhibited its single-engine M-Class aircraft lineup

and several twin-engine aircraft, along with the famed Piper Cub, which launched the company in 1937.

Piper displayed the top-of-the-line single-engine turboprop Meridian and a single-engine, unpressurized Matrix; both form the M-Class lineup. Also on display were a twin-engine turboprop Piper Seneca V, and a single-engine Piper Archer.

Piper also displayed two twin-engine Seminoles: one courtesy of the University of North Dakota John D. Odegard School of Aerospace Sciences; the other Seminole – featuring a new air conditioning system from Kelly Aerospace – was courtesy of Redbird Flight Simulations, which took delivery of the airplane at Sun ’n Fun in March.

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Piper Aircraft, Inc. is headquartered in Vero Beach, Florida. A global force in aviation, Piper is an investment of the Ministry of Finance of the Government of Brunei.

Simon Caldecott was named President and CEO of Piper Aircraft in October 2011. He joined Piper in 2009 and was formerly the Vice President of Operations. With more than 37 years in aviation, Caldecott is a seasoned and successful aerospace executive with international experience at the senior level in European and North American companies. Prior to Piper, Caldecott was Vice President of Assembly Integration and Testing with Raytheon Aircraft, and more recently, Vice President of Assembly Operations with that company's

successor, Hawker Beechcraft. Simon's education includes studies in Aeronautical Engineering in Wales and programs in Business Management at the London School of Business and the Chicago Graduate School of Business. Caldecott worked as a design engineer for British Aerospace on the development of the Hawker mid-size business jet, rising to be responsible for manufacturing, assembly, flight testing and completion of Hawkers.

Des Moines Flying Service and Chicago Piper represent Piper Aircraft Sales and Parts in the Midwest. For additional information, contact Chris Siberz, John Lowe, or David Kay at 1-800-622-8311 (www.dmfs.com, www.chicagopiper.com). □

HondaJet Design Recognized By AIAA



HondaJet



Michimasa Fujino

INDIANAPOLIS, IND. – HondaJet designer, Michimasa Fujino, was presented the 2012 American Institute of Aeronautics and Astronautics (AIAA) Aircraft Design Award, September 18, 2012, at the 12th AIAA Aviation Technology, Integration and Operations (ATIO) Conference and the 14th AIAA/ISSMO Multidisciplinary Analysis and Optimization Conference, Indianapolis, Ind. Fujino is president and CEO

of Honda Aircraft Company, Greensboro, N.C., which designed and developed the HondaJet, an advanced light jet aircraft.

The AIAA Aircraft Design Award is considered the most prestigious recognition for aircraft designers in the world.

Fujino was recognized for pioneering the unique optimum “Over-The-Wing Engine Mount” configuration that reduces wave drag and increases drag divergence Mach number. This unique Over-The-Wing Engine Mount configuration significantly increases cruise efficiency and, at the same time, maximizes cabin space without increasing the size of the aircraft.

The Over-The-Wing Engine Mount design and airframe design reduces cabin noise and ground-detected noise when overhead.

The HondaJet is powered by two highly fuel-efficient GE Honda HF120 turbofan jet engines, and is equipped with the most advanced glass flight deck available in any light business jet, a Honda-customized Garmin® G3000 next-generation all-glass avionics system with a class-leading layout of three 14-inch landscape-format displays and dual touch-screen controllers (www.hondaaircraft.com).

Past recipients of the award include Joseph Sutter for the Boeing 747, Harry Hillaker for the F-16, Burt Rutan for the Voyager, and Leland Nicolai for AGM-129/ACM (Advanced Cruise Missile). □

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Cessna Internship Program Showcased Skycatcher

OSHKOSH, WIS. – Cessna Aircraft Company developed a unique internship program this summer which challenged high-energy aviation students from around the country to see who could generate the most awareness and hands-on experience for the innovative Cessna Skycatcher. The inaugural “Cessna Discover Flying Challenge” commenced on June 23 at the Cessna Open House in Independence, Kan., an event, which commemorated the company’s 85th anniversary, and concluded at EAA AirVenture in July 2012.

The interns departed from Cessna’s Independence facility in new Skycatchers with customized paint schemes that identified their participation in the program. During the program’s run, the pilots attended various fly-ins, air shows and visited Cessna Pilot Centers. As part of their creative efforts to drive awareness and virtual engagement in



Cessna 162 Skycatcher

their journey, they posted videos on the Cessna YouTube channel, and updated Facebook and Twitter feeds documenting their adventure as they flew from one destination to the next.

“Our pilot interns had the unique ability to introduce people to the product and take them on training flights to experience the aircraft firsthand,” said Tracy Leopold, Cessna business leader for the Skycatcher. We have found when people are exposed to flight in a Skycatcher, their interest in the product increases.” □



Tracy Leopold, business leader for the Cessna 162 “Skycatcher,” briefs reporters on the aircraft changing from a Light Sport Aircraft to a Standard Category Aircraft at EAA AirVenture 2012.

Cessna Bringing Jet A Fuel Engine To Piston Market



Cessna 182 Skylane NXT

OSHKOSH, WIS. – Cessna Aircraft Company announced that it is introducing an innovative technology for single-engine airplanes that will usher in new capabilities and increase the flexibility of general aviation. Cessna’s 182 Skylane will now be available as the Turbo 182 NXT,

equipped with the first engine of its kind in the single-engine industry designed to run on Jet A aviation fuel.

Cessna says that the 230 hp Jet A engine has increased range, greater payload capacity, does not sacrifice performance, and has significantly lower direct operating costs due to the fact that Jet A fuel is typically more affordable and much more widely available. The engine uses only 11 gallons per hour at the estimated maximum cruise speed of 155 knots.

Maximum range at max cruise speed is 1,160 nautical miles (2,148 kilometers), certified ceiling is 20,000 feet (6,096 meters), fuel capacity is 87 gallons (329 liters), and the useful load is estimated at 1,030 pounds (467 kilograms). □

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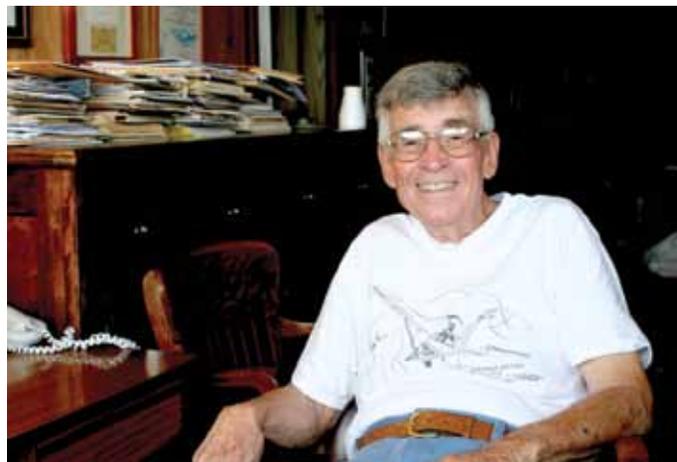
Q: What's Better Than Old Airplanes?

A: Old HOMEBUILT Airplanes!

The Antique Airplane Association's Legacy Log of Homebuilt Aircraft



The Air Power Museum, located on Antique Airfield, houses several hangars full of aircraft, parts and aviation artifacts, all "loosely organized" and "lightly dusted," making for a glorious afternoon of rummaging, remembering and new discovery.



Robert L. Taylor, first and only president of the Antique Airplane Association, talks about the Legacy Log of Homebuilt Aircraft seated in his office in the loft overlooking the Antique Airfield grounds. Taylor formed AAA in 1953, the same year that his contemporary and friend, Paul Poberezny, started the Experimental Aircraft Association (EAA).

by Ed Leineweber

Well, it took me 41 years to get there, but I finally made it to the Antique Airplane Association's (AAA) annual fly-in at Antique Airfield near Blakesburg, Iowa. Believe me, it won't be another eon before I get back. The unbeatable combination of old airplanes, hangars full of old aircraft projects, artifacts and parts, an incredible library and museum, and, best of all, the warmth and hospitality of the staff, volunteers and fellow attendees, will prove too much to resist.

Matter of fact, I plan to go back well before the 42nd annual fly-in there next Labor Day weekend. After all, Antique Airfield and the Air Power Museum are open to the public every day of the year except Thanksgiving, Christmas and Labor Day (due to the members-only fly-in taking place then). With luck I can make the trip much sooner in my recently-acquired 1948 Globe Swift, or maybe even in the early Bowers Fly Baby homebuilt now undergoing restoration in my shop. Either one would make a great ride to Antique Airfield!

Speaking of old homebuilts (these days referred to more often as "amateur-built" aircraft), the "Legacy Log of Homebuilt Airplanes," a recent initiative of the folks at AAA, particularly caught my interest. I was fortunate to have the opportunity to discuss it with Robert L. Taylor, the founder and only president of the Antique Airplane Association, as



Ed Leineweber

he gave me an extensive tour of the Air Power Museum and Library of Flight located on the Antique Airfield grounds.

(As many of our readers are already no doubt aware, Robert Taylor created AAA the same year, 1953, that Paul Poberezny formed the Experimental Aircraft Association. Each founder was an early member of the other's organization, and has remained so to this day. The first AAA fly-in was held in 1954 at the former Ottumwa U.S. Naval Air Station, now Ottumwa Municipal Airport. It was moved to the present site in 1971.)

The Legacy Log is the brainchild of both Robert and his grandson, Ben Taylor. The idea is to celebrate and preserve the history of the very earliest of homebuilt aircraft, such as the designs produced by the likes of Corben, Pientenpol, Stits, Wittman, Bowers, or any of the many others. The primary instrument for making this happen is a new and separate AAA publication called, aptly, the *Legacy Log of Homebuilt Airplanes*. To date three issues have been released, and a fourth is due out shortly. Robert is the publisher and Ben is the research editor of the magazine.

The first edition of the Legacy Log came out in early 2011, contained 14 pages of black and white content, and was laid out by hand, without the use of modern publishing computers and software. (Robert eschews computers, saying that he finds time spent at a keyboard and monitor too boring. He enjoys composing his publications the old-fashioned way – cut and paste!)

By the third issue, the magazine was 28 glossy pages, and jam-packed with color photos of antique homebuilts, as well as plenty of black and white content from magazine

photos, articles and advertisements of years gone by. For a guy like me, relatively new to the antique aircraft and homebuilt worlds, these issues are a treasure trove for learning about and appreciating this earliest era of backyard and basement aircraft building.

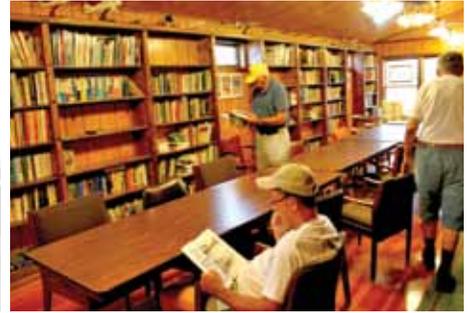
Robert Taylor stresses that he has no desire to compete with EAA and appreciates what Paul and Audrey Pobereznny have accomplished over the past almost 60 years. But this new and intense focus on the early years of homebuilding fills a niche that needs to be addressed, and will help to preserve for future generations the history of this remarkable period of our aviation heritage.

The Taylors encourage people currently flying or building antique designs, or restoring them, to submit photos and articles about their experiences. Others who might have



Antique Airfield at dusk after a beautiful late summer day at the Labor Day fly-in. With the airplanes parked and tied down, the Pilots Pub opens and the hangar talk and visiting continues into the evening.

recollections of these aircraft and this bygone era, or merely wish to learn more about the topic, are encouraged to subscribe to the Legacy Log. To do so, or to submit material, contact the Legacy Log of Homebuilt Airplanes at P.O. Box 127, Blakesburg, IA 52536, or call the Taylors at 641-938-2773.



The Library of Flight, located in a recently-renovated farmhouse on Antique Airfield, houses an incredible collection of aviation-related fiction, technical documents and manuals, magazines, type club newsletters, and just about anything else that has anything to do with airplanes or the early days of aviation.

The annual subscription is \$21.

You might also want to check out the website for the Antique Airplane Association and Air Power Museum. www.antiqueairfield.com. Better yet, visit Antique Airfield and see for yourself. □

AWARDS & RECOGNITION

Six Aviators To Be Inducted Into Minnesota's Aviation Hall of Fame In 2013

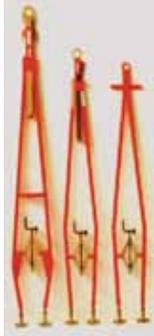
BLOOMINGTON, MINN. – Six aviators with impressive aviation backgrounds will cross the Minnesota Aviation Hall of Fame Induction banquet stage on April 20, 2013 at the Ramada, Mall of America Hotel in Bloomington, Minn., including Dale Johnson of Burnsville: homebuilder and aircraft restorer, sailplane owner and pilot; Ray Johnson of Marshall: crop-duster, flight instructor and longtime manager of Southwest Minnesota Regional Airport-Marshall (Ryan Field); John Kahler of Rochester: Navy helicopter pilot, glider pilot and Rochester businessman; David Konshok of Park Rapids: 60-plus-year member of the Park Rapids Airport Commission, developer and namesake of the field; Earl Olson of Duluth: aviation pioneer and barnstormer, fixed base operator,

and long-time manager of Duluth International Airport, who was among those who selected the present site of the airport; and Rita Orr of Faribault: long-time member of the Minnesota 99s, and played a huge role in the development of the Faribault Municipal Airport.

In addition to the inductees, the Hall of Fame will be honoring Jim Hanson of Rochester, Minn., as the "Aviation Writer of the Year," and Bruce MacLean as the "Aviation Artist of the Year." (Hanson is a contributing writer to *Minnesota Flyer* and *Midwest Flyer Magazine*.)

Reservation materials for the reception and banquet will be available beginning January 1 on the Minnesota Aviation Hall of Fame website: www.mnaviationhalloffame.org. □

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1934 SR-5 Stinson Takes Flight Once Again!



Tom Rench of Racine, Wis., had the distinct honor of sitting in the left seat of the 1934 SR-5 Stinson, which he once own. Rench bought the airplane and had it trucked to Wisconsin from Alaska in the 1980s before selling it to Keith Swalheim (right) of Cottage Grove, Wis. in 1988. Swalheim restored the aircraft to better-than-new condition with the help of his friends, but he did most of the work himself.

(L/R) Aircraft restorers Roger Amundson, Bill Amundson, Keith Swalheim, Dick Weeden, and Otis Lokken with Swalheim's 1934 SR-5 Stinson in Stoughton, Wisconsin.

After 35 years sitting idle, Keith Swalheim of Cottage Grove, Wisconsin, recently completed a 7-year restoration project of his 1934 SR-5 Stinson with the help of his friends at the Stoughton and Brodhead, Wisconsin airports. Swalheim, a retired truck driver by profession, bought the plane in 1988 from Tom Rench of Racine, who saw an ad in Trade-A-Plane by a broker who was selling it for Richard Lee, a gold miner in Nome, Alaska. The plane was actively flown in Alaska from 1946-77.

Rench said that the Stinson was flyable when he bought it, but decided not to take any chances and had it trucked from Alaska to Wisconsin where he eventually sold it to Swalheim for \$14,500.

"I got a lot of pride doing most of the restoration work myself," said Swalheim, "although I got a lot of help from my friends, especially Bill Amundson of Stoughton." Amundson's restoration work is known worldwide. Dick Weeden of Brodhead, Wis. took care of the paperwork to meet FAA recertification requirements. Aircraft restorers Roger Amundson of Stoughton, and Otis Lokken of Madison, also had their hands in the project. It was a total team effort with

Swalheim at the helm!

"It was too big of a project for one person," said Swalheim, who wished the plane could talk so it could share stories flying in the Alaskan bush. It was a ground-up restoration. Most of the wood in the aircraft had to be replaced, as did the interior, and of course the fabric, and the engine was completely rebuilt. The finished product is showroom quality!

Swalheim owns a private airstrip in Cottage Grove, Wis., but stores the Stinson elsewhere because it is too large to fit in his hangar. He is looking forward to flying the plane to Phoenix, Arizona yet this fall, where he hopes to put a few hours on it before eventually selling it. There are less than 10 model SR-5s in the world, and fewer flying.

Barely missing putting the aircraft on display at EAA AirVenture 2012, Swalheim held an open house for the plane at the Stoughton Airport on August 11, which attracted a couple hundred close friends and relatives. Among the special guests was Tom Rench, who had to take a few minutes to sit in the plane alone, and contemplate what it would have been like to have done the restoration himself. □

Minnesota Business Aviation Association... In The Trenches For Businesses That Own or Operate Aircraft

MINNEAPOLIS – Any business that owns or operates an aircraft in Minnesota will be glad to know that there is an association working hard on their behalf. That organization is the Minnesota Business Aviation Association (MBAA), which is modeled after the National Business Aviation Association (NBAA). Among MBAA's 600-plus members are several Fortune 500 companies, but small and medium-size companies make up the core of the organization.

The list of inroads and accomplishments of MBAA are many.

In 2007, MBAA was an active member of the St. Paul Chamber of Commerce working with the St. Paul City Council and Mayor Coleman to secure approval to build the dike for St. Paul Downtown Airport (STP).

In 2008, MBAA worked with the flight departments of Marvin Windows and Doors, and The Schwan's Foods Company, to reduce a proposed landing fee at MSP by 24 percent.

In 2009, MBAA successfully added amendments to House File 1309, obligating the repayment of the \$15 million to the State Airports Trust Fund, which was transferred to the General Fund in May of 2009 by the Governor and Minnesota Legislature. The airport fund is fifth in line to be repaid. While there is no set date, the legislature and the governor will have to act on this issue in the future, thanks in large part to MBAA, the Minnesota Aviation Trades Association, and elected officials who support air transportation in Minnesota.

MBAA has established that if the airport appropriation for either year of the biennium is not expended, the Commissioner of Finance, upon request of the Commissioner of Transportation, shall notify the chairs and ranking members of the House and Senate Transportation Committees of the amount, which shall then be added to the airport appropriation.

MBAA supports the Minnesota Office of Aeronautics in its use of the State Airports Trust Fund for the 5 percent local match for an airport not classified as a "key system" airport, which are airports that receive non-stimulus federal funds.

MBAA successfully added two aviation projects to the



Key Air Twin Cities, Anoka County-Blaine Airport, Blaine, Minnesota

2009 Capital Investment Bill: \$1.7 million to lengthen and re-construct the runway at Bigfork Airport; and \$2.0 million to purchase and install radar equipment to close the gap in central Minnesota. This total amount of \$3.7 million will be counted toward repayment of the \$15 million transferred from the State Airports Fund to the General Fund.

The radar gap in central Minnesota is proving to be a challenge. The FAA is not supporting any expansion of Wide Area Multilateration facilities at this time. The future of the \$2 million that was bonded for this project is still available, but as of today, there is no definitive plan to close the gap.

In 2010, MBAA succeeded in including \$1.7 million in the 2010 bonding bill for a hangar at Thief River Falls, Minnesota, and helped to secure \$11.7 million for the terminal at Duluth International Airport.

MBAA has worked with the MnDOT Office of Aeronautics and Delta Airlines to ensure that the Air Flight Property Tax is applied according to Minnesota Statute 270.075, and in changing the collection of this tax from January to March, which better aligns with the Minnesota construction season.

MBAA continues to monitor the landing fees at Minneapolis-St. Paul International Airport (MSP); it is actively supporting the construction of a Wide Area Multilateration site near Alexandria; and it is an active member of the Minnesota Chamber of Commerce Transportation Committee, Aeronautics Statewide System

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MBAA was successful in including \$3.7 million for runway preservation in the fiscal year 2011 bonding billing. The goal is to help the MnDOT Office of Aeronautics maintain the pavement condition index, statewide, above 50 on a scale of 0 to 100. MnDOT has indicated that Minnesota runways are all above the goal of 50.

MBAA works closely with the Association of Minnesota Counties, League of Minnesota Cities, Minnesota Council of Airports, Minnesota Aviation Trades Association, and National Business Aviation Association to monitor local, state and federal issues.

On February 9, 2012, the Minnesota Business Aviation Association spearheaded a lobbying effort called "Aviation Day At The Capitol" in St. Paul. Members of the entire Minnesota aviation community came together to meet with their elected officials to get them up to speed on their respective aviation issues, and to explain in general terms,

how important general aviation and airports are to their local communities. Cosponsors of the event included the Minnesota Council of Airports (MCOA) and Minnesota Aviation Trades Association (MATA). Plans are to make this an annual event.

MBAA is making a big effort to change the way fees and taxes are collected from aircraft owners. Currently, Minnesota has a relatively high aircraft registration fee compared to other states. MBAA has proposed instead to charge a higher state fuel tax, so transient aircraft make a greater contribution to the Minnesota Aviation Trust Fund and corporations are encouraged to base their aircraft in the state.

2012 MBAA officers include Kristi Stengl of Premier Jet Center, President; Nathan Hover, pilot, Vice President; Michael Lawrence of Key Air Twin Cities, Secretary/Treasurer; and Gordon Hoff, Executive Director.

For additional information on the Minnesota Business Aviation Association, visit its website: www.mbaa-mn.org/ □

Schweiss Doors Develops New 'Red Power' Hydraulic Pump



The Schweiss Red Power Pump

FAIRFAX, MINN. – Schweiss Doors, a Minnesota-based company, providing quality bifold and hydraulic one-piece doors for aircraft hangars, agricultural buildings, businesses and other installations, has developed a new, more powerful and smoother running hydraulic pump system, which goes by the trade name of "Red Power."

Mike Schweiss, owner of the company, said since their hydraulic pump system was first introduced at various trade shows around the U.S., many pilots have been asking for it by name.

"Over the years, we rolled together our customer comments, combined with our knowledge and experience, and turned it over to our talented Schweiss design team to perfect," said Schweiss. "What's really nice for the buyer is that we don't charge them a penny more for this new pump than they paid before. It goes on all our hydraulic doors and is made at our factory."

The Red Power Hydraulic Pump comes to the buyer in 48 OCTOBER/NOVEMBER 2012 MIDWEST FLYER MAGAZINE



Schweiss Bi-Fold Doors of Fairfax, Minnesota, exhibited at EAA AirVenture 2012.

a compact unit, ready to be mounted where the buyer wants it, whether it be on a wall, top-hung, floor or back room. Its power comes in 2 to 10 hp from a top quality LEESON motor, and offers superior electrical components.

The Safety Advantage System and three back-up systems are something buyers really like. They allow the door to lock up and down and safely lower the door in an emergency from ground level. The hydraulic directional control valve has a built in manual override. Back-up systems are all in the same compact unit. In case of electrical failure, a pilot or user can utilize a DC battery, tractor hydraulic or a drill with a 7/16 hex head to raise or lower the door.

Schweiss Doors also continues to manufacture its patented lift strap system for bifold doors as well.

For more information contact Schweiss Doors at 1-800-746-8273, www.schweissdoors.com, or email schweiss@schweissdoors.com. □



Chuck Wiplinger, president of Wipaire, Inc., with the brand-new Wipline 1450 floats for Light Sport Aircraft at EAA AirVenture 2012. The floats were conceptualized in May of 2012, and completed in July. The cost for a set of amphibious floats is expected to be around \$30,000. The floats will be available in both amphibious and straight float configuration. The Remos, Cessna Skycatcher, Glastar, and CubCrafters Legend are prime candidates for the 1450s.

Wipaire Unveils Wipline 1450 Floats

OSHKOSH, WIS. - Wipaire, Inc. unveiled its brand-new Wipline 1450 floats July 23, 2012 at EAA AirVenture. This all-new float is designed for use on Light Sport Aircraft and other small aircraft. It will be approved under TSO for installation on CAR 3 and Part 23 aircraft in addition to ASTM approval for Light Sport Aircraft. The Wipline 1450 further extends Wipaire's float model line to encompass a broad spectrum of aircraft ranging from Light Sport Aircraft and Super Cubs, all the way through the Air Tractor AT-802F and the Viking Twin Otter. The addition of this float further cements Wipaire's position as the world's leading manufacturer of aircraft floats.

The Wipline 1450 embodies the hallmark characteristics of the Wipline float family with an innovative landing gear design and construction. The landing gear design incorporates rotating joints for long life and low maintenance, while extra buoyancy ensures extremely stable water operations. Wipaire's engineering team was able to use their extensive experience to develop an amphibious float with an expected weight of 210-225 pounds, including rigging. The Wipline 1450 will be available in both amphibious and seaplane versions.

The Wipline 1450 was on display in the Wipaire display at EAA AirVenture 2012 by Hangar D. □



Bob and Chuck Wiplinger with a Cessna 208 Caravan on Wipline 8750 floats. Wipaire is now working on certifying the floats for the Cessna 208B Grand Caravan, which has not previously been certified on floats.

Wipaire To Certify Cessna 208B Grand Caravan On Wipline 8750 Floats

OSHKOSH, WIS. – Wipaire, Inc. announced July 23, 2012 during EAA AirVenture its intent to certify the Cessna 208B Grand Caravan on Wipline 8750 floats. The Wipline 8750 floats were certified in July of 2012 for the Cessna 208 Caravan and epitomizes Wipaire's dedication to continuous innovation. An evolution of the successful Wipline 7000 and Wipline 8000 floats, the new Wipline 8750 floats incorporate an improved main gear retraction mechanism for low maintenance, an improved oleo design, and visible mechanical gear position indicators. The hull design has been modified to improve handling characteristics in rough water and more buoyancy has been added to the aft of the float for operations at high weights.

Wipaire's engineering team has completed significant structural testing on the float and is working on a gross weight increase for the 208B Grand Caravan.

Wipline 8750 floats will open up new frontiers for the Grand Caravan, which has not previously been certified on floats.

Wipaire also holds a Supplemental Type Certificate (STC) for the installation of single-point fueling on the 208B Grand Caravan.

A Grand Caravan on Wipline 8750 floats was on display at EAA AirVenture 2012 in the Cessna display. □

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“Taildragger Dollars” Available At Wausau Flying Service



Tailwheel instructor, John Chmiel of Wausau Flying Service, trains pilots in a 1974 Bellanca 7KCAB.

WAUSAU, WIS. – The first eight pilots to earn their tailwheel endorsement at Wausau Flying Service will receive up to a \$500 credit toward their training expenses, thanks to the generosity of one local pilot. This is a matching fund credit. For each dollar spent on training, the applicant will receive a matching dollar amount up to a maximum of \$500 at the completion of their training. Taildragger dollars can only be used toward aircraft rental and instruction, and pilots must complete their training and earn their tailwheel endorsement by Thanksgiving 2012.

John Chmiel, president of Wausau Flying Service, located at Wausau Downtown Airport, Wausau, Wis. (KAUW), stated that if the weather cooperates, the tailwheel endorsement can typically be earned in a couple of days.

“I prefer to get the training done in two consecutive days, rather than dragging it out an hour at a time,” says Chmiel. “We will fly three to four times each day, take a

break in between each flight to debrief and brief for our next flight, and grab a refreshment. For the average pilot, you’re looking at 7-8 hours of flying and 55-85 takeoffs and landings.”

Chmiel says that he is an “old school” instructor who emphasizes the importance of looking outside the airplane, flying the wing, and using all senses to guide the airplane.

“This is a unique opportunity to pass on the knowledge and experience required to fly these aircraft,” says Chmiel. “Taildragger flying opens up a whole new, fun-filled aspect of aviation that many pilots only dream about. Bush planes, homebuilts, antiques, classics, warbirds, and aerobatic aircraft are typically tailwheel equipped, and this course helps to prepare pilots to fly these aircraft.”

The matching funds are made possible by the generosity of an anonymous donor who recently donated a wooden propeller and hubs to Wausau Flying Service, Inc. (WFS) for the purpose of raising funds to help pilots obtain their tailwheel endorsement.

“I hope other pilots will consider making similar donations to help their local flight schools promote flight training,” says Chmiel. “We just have to think outside the box to recruit and retain pilots, and matching funds for flight training is just one more way to meet these objectives.”

For more information, contact John Chmiel at 715-845-3400, or check out the Wausau Flying Service website at www.flywausau.com/index_files/Tailwheel.htm.

Wausau Flying Service uses a 1974 Bellanca 7KCAB for its tailwheel flight training. □

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Wisconsin FBO Receives National Flying Farmers Award



(L/R) Phil Peterson and Jeff Baum.

CALGARY, ALBERTA – The International Flying Farmers Association named Jeff Baum, President of Wisconsin Aviation, Inc., the 2012 “Airport Operator of the Year” during the organization’s 67th Annual Convention, July 17-21, 2012, in Calgary, Alberta, Canada.

Unlike many large fixed base operators in major metropolitan areas, Wisconsin Aviation does not charge ramp fees, and goes out of their way to serve pilots and aircraft owners, regardless of aircraft size. “That altitude begins at the top with Jeff Baum,” says Wisconsin Flying Farmer President Phil Peterson of Oregon, Wis., who nominated Baum for the award. Earlier this year, Wisconsin Aviation, Inc. was named “Wisconsin Airport Operator of the Year” by the Wisconsin Flying Farmers.

Not only is Wisconsin Aviation, Inc. a full-service fixed base operator, but its modern facilities on Dane County Regional Airport has an “airport restaurant.”

Wisconsin Aviation has locations in Madison, Juneau and Watertown, Wisconsin (www.WisconsinAviation.com).

Poberezny, Christensen & Klapmeier Join AKIA Advisory Board

AURORA, OREGON – The Aircraft Kit Industry Association (AKIA) was formed this past summer at EAA AirVenture to provide corporations with a vested interest in homebuilding an opportunity to speak with a unified voice on issues of safety and industry growth. To broaden their resources, the group has invited three prominent figures in aviation to provide guidance and counsel in select key issues affecting the industry through an advisory board. These people include Tom Poberezny, former President of EAA and Chairman of AirVenture; Frank Christensen of Christen Industries, who revolutionized the kit aircraft business with the introduction of the Eagle aerobatic aircraft kit in 1977; and Dale Klapmeier, CEO of Cirrus Aircraft, who got his start in aircraft kit manufacturing with

the VK-30 and transitioned to certified aircraft manufacturing with the Cirrus SR20 and SR22.

“In accepting our invitation to participate on an advisory board, these men bring a level of credibility, knowledge and experience that not only contributes instant recognition to AKIA, but which will be invaluable in addressing the issues currently confronting all of us in the EAB movement,” said Dick VanGrunsven, President of AKIA and Van’s Aircraft. “We’re pleased to have them with us and believe they add significant power to the voice of AKIA.”

AKIA’s mission is to represent aircraft kit manufacturers, designers, suppliers and supporters with a unified voice in the promotion and safety of the aircraft kit industry. □

Former Rockford Manager Appointed Wisconsin Airport Management Association Executive Director

MADISON, WIS. – Robert O’Brien, A.A.E., was appointed executive director of the Wisconsin Airport Management Association (WAMA). O’Brien succeeds former Pete Drahm, A.A.E., who is retiring. O’Brien most recently served as executive director of Chicago Rockford International Airport. □



Robert O'Brien



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

Christopher Roy, Director

Dan McDowell, Editor

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Step Out This Fall

by Chris Roy

Director, Mn/DOT Office of Aeronautics

We have had a fabulous summer overall and now we can see the early vestiges of fall. Soon we will be experiencing the cool, crisp mornings and bright, blue skies dotted with fast moving popcorn clouds heralding the change of the seasons. It is a beautiful time to take advantage of all that aviation has to offer.



Chris Roy

Minnesota's 135 terrific airports are there, ready to receive and welcome you as you visit a new city and explore its colors and flavors of the season. In fact, there is a way to do that and make the journey even more valuable and fun for every pilot. It is called the "Fly Minnesota Airports Program," commonly referred to by many as the "Minnesota Passport Program." I have mentioned this before, but I want to assure you that as a pilot, you have an opportunity to participate.



Dave Weirman

Pilot/aircraft owner, Kent Nordell of Brainerd, Minnesota, at EAA AirVenture 2012. Nordell participated in the Minnesota Department of Transportation Office of Aeronautics "Fly Minnesota Airports Program." He and his wife, Donna, flew their 1981 Cessna 172 Skyhawk to 138 public-use airports in Minnesota over three years, and visited seven Minnesota aviation museums. In addition, Nordell attended more than 15 FAA Safety Seminars. Nordell reached the "gold" participation level on October 7, 2011, which earned him a leather flight jacket, courtesy of the Minnesota Office of Aeronautics and the Minnesota Council of Airports (MCOA), which created the program to promote aviation in the state. For additional information on the program, visit www.dot.state.mn.us/aero/.

It is a program that gives pilots many reasons to go fly from point A to point Z, and by doing so, support aviation and aviation businesses throughout the state, while improving their piloting skills and

safe flying practices.

But that's just a part of it. By getting a free "Minnesota Passport" from your local airport or your Minnesota Office of Aeronautics, and getting it stamped at every airport you visit, you could qualify for some great gifts like a leather flight jacket with a zip-out winter lining, or a flight bag, or an aviation cap.

Not only that, you'll be experiencing new airports and different cities. Along with that you'll have the opportunity to see miles and miles of beautifully colored fall landscape while you enhance and improve your piloting and safety skills at airports new to you.

This is also a great time to remind you to use caution when you prep for flying as the season changes. Remember that soon we'll see frost in the morning and the potential of black ice on roadways, taxiways and runways. Please stay alert and stay safe while you enjoy the beauty of the season.

If you want to take advantage of participating in the "Fly Minnesota Airports Program," now is a great time to do so. If you want to enjoy all that Minnesota and Minnesota aviation has to offer, just step out this fall! □

Go With The Flow!

by Lt. Col. Nick Modders

Safety Officer

130th Composite Squadron

USAF Auxiliary/CAP

Supplemental Thoughts On Checklists & Their Use

Checklists have been a popular aid in aviation since the Army Air Corps' chief test pilot took off in a B-17 with



Dave Weirman

Memory checklists can be effective if used in conjunction with written checklists.

the gust locks installed and crashed.

It was realized that mere mortals

couldn't consistently keep it all straight and operate complicated machinery safely.

Checklists aren't just for airplanes. You can find them everywhere. Even physicians and surgeons are into checklists.

The last time I visited a physician for a dog bite, he brought up a checklist on his iPhone and made sure he had covered all of the suggested treatment items. And the cops and animal control guys that

incarcerated “Fido,” after he chewed on my ankle, had a checklist. Even that stronghold of resistance to change, the railroad industry, now uses checklists for many functions.

One thing I noted about the checklist users mentioned here is that they did the function and then used the checklist. One thing that I note about many of my airplane friends is that the checklist is used as a “Do List.” What is a “Do List.?” A “Do List” is where you move the switch or perform the function when you read it on the checklist. Not a bad idea, but not the best idea.

In my years operating air carrier aircraft, my employer had us follow a practice where the pilot (or copilot or flight engineer) would from memory go through a path around the cockpit, or over a particular panel, and position the switches, levers, knobs, etc. in the desired position. Then, when all of that was completed, the actions would be again gone over in response to a checklist read by another crewmember. The checklist reader would read the name of the item of interest, and the pilot would respond with the proper position for that item.

The beauty of such a system is that items get positioned to the desired position and then they are verified that they are really where they should be. The checklist is really a checklist; it was

used to check that something was done and the item is in the right position.

Now you are saying, hold on, I don't have all these crewmembers to read to me. You can read to yourself (or have your passenger do the reading. They would love the opportunity to become involved.) But, the reading should be after you have gone through “The Flow.”

Where do you find “The Flow?”

It's on the checklist. Hopefully your checklist follows a logical sequence of actions. In the Civil Air Patrol Cessna 172 checklist, the preflight of the cockpit follows a reasonably logical, left to right sequence, across the lower instrument panel.

Even though an item may not be until a later checklist, you can check it now and then respond to the checklist when that item is called for. For example, after you are in the seat of your aircraft, and all strapped in, before you grasp the checklist, you can start at the lower left of the instrument panel and work your way to the right. Primer LOCKED, Master Switch OFF, Ignition Switch OFF, Avionics Switch OFF, Circuit Breakers IN, lighting switches OFF, Flashing Beacon ON, Carburetor Heat COLD, Alternate Static Source NORMAL, Throttle

CRACKED 1/8 INCH, Mixture RICH, etc, etc. You can then reverse course, go up a level, and go through the instruments and make sure they are looking functional. When all of that has been done, then you are ready to check your work. It is time for the checklist.

You might be hearing that voice in the back of your mind saying, I'm not so sure about this flow thing. Try this. Make a little time before your next flight. Go through the checklist and identify each item and its proper position. Maybe go through the checklist a couple of times and notice the path that is followed. You don't like the path? Make your own checklist that follows what you think is a logical path. Get so you can do it without reference to the checklist. Once you have completed the flow, you are ready for the checklist. You can read it or you can ask your companion to read it. You are on your way to a safe and satisfying flight.

Using the checklist as a Do List is better than nothing. Checking switches and items in a logical and complete manner is good, and then using a checklist to check or verify your work, maximizes safety.

Fly safely today and every day.

EDITOR'S NOTE: Thanks once again to Lt. Col. Nick Modders for his contribution to our technical bulletin in the interest of aviation safety, for all. □

Some Cross-Country Basics

by Dan McDowell

Imagine the beauty to be seen as the fall colors stretch for miles before you. The beauty of flight enhanced by the beauty of the season provides the opportunity for the renewal of the passion for aviation and flight. Thus with fall rapidly approaching, this is a perfect time to think about and review the basics of flying cross-country.

The Dictionary of Aeronautical Terms defines “cross-country” as, “flying from one airport to another over a distance that is long enough to require the use of some form of navigation.”

Though that may be a bit broad in scope, it does bring clearly to mind that cross-country flying requires intelligent forethought and planning. This is beyond what would be done for the simple point A to point B flight for the proverbial \$100.00 hamburger!

As with any flight, a conscientious pilot will begin by thoroughly planning the intended trip. This planning should include detailed weather information, accurate course plotting and checkpoint selection, headings, distances, fuel requirements and more.

It is also extremely important to know the fuel capacity and consumption rate for the aircraft you

intend to fly. This information can be located in the Aircraft Flight Manual as well as the Pilot's Operating Handbook. Remember that FAR 91.151 requires that pilots have at least 30 minutes of fuel remaining to be able to fly past the first point of intended landing during VFR daylight operations. VFR night operations require 45 minutes of fuel remaining.

Another important part of safe and efficient cross-country flying that is often overlooked is the practice of good cockpit management. Most experienced and professional pilots keep their cockpits neat and organized from the start of their flight until their mission is completed for the day.

CONTINUED ON PAGE 55

Aeronautics Report

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Are You Proficient? – Or Just Current?

by Jeffery R. Taylor
WisDOT Aviation Consultant

What was your first thought the last time someone asked you to fly an airplane? Was it, “Am I current?” If it was, you are probably not alone. Typically, pilots begin to compare what their currency status is in relation to the FAR 61.57 Recent Flight Experience. This lists the number of takeoffs and landings or the number of instrument approaches required in a given time period. Pilots also check FAR 61.56 Flight Reviews, which lists the minimum training requirements for their pilot certificate. While being current from an FAA legal standpoint is always important, shouldn’t we ask more of ourselves? And don’t our passengers assume we are doing more than maintaining the bare legal minimum?



Jeffery Taylor

intent was misunderstood. It was not to reinforce that we only need three takeoffs and landings every 90 days; it was merely to verify that we understood the FAA bare legal minimum.

Looking back at how I was trained, and how I trained student pilots, this pattern does not surprise me. During the early stages of our aviation experience, we all became well versed in reading the regulations and learning the minimum requirements for each certificate. In fact, during the practical exams for a certificate, the examiner probably quizzed us on these minimums. Unfortunately, their

So what can we do to move beyond staying “legally current,” to improving our proficiency as pilots? First, take a conservative approach when assessing your individual level of proficiency. Several studies show that skill loss in some of the most important phases of flight (landings, unusual attitude recovery and crosswind takeoffs), occur much sooner than most pilots expect. And particularly concerning is that these studies also show we are not very accurate at assessing our level of proficiency. Overestimating our abilities is not just a pilot trait; it is a common human characteristic.

Practice makes perfect. Or better yet, perfect practice makes perfect. We have all heard these sayings, but these phrases become clichés because they are true. There is no greater benefit to your proficiency than practicing the skills you need the most. While cost is always a factor, there are economical tools available to practice your piloting skills. Listen to that little voice in your head when it suggests that you need more practice. It’s talking for a reason.

Simulators have come a long way in providing a realistic flight experience. There are several flight simulation programs available for home use on a

PC that allows you to fly an assortment of aircraft in almost any weather. For those who don’t want to use a computer, the least expensive flight simulator is “chair flying.”

Find a quiet room, not just to allow you to concentrate, but to keep others from staring. Then, sit down and visualize a flight. It is an extremely effective tool for building habit patterns and preparing you to maximize your flight time. Props can help. A photo of your cockpit panel is a great visual aid. While flight simulators can be valuable tools, it’s important they are used appropriately. Treat them like an aircraft.

To gain the maximum benefit from your flight simulation experience, truly act as if you are in an aircraft. Also, make sure you are practicing correctly. Review flight manuals and discuss procedures with a local CFI and verify that your procedures are appropriate. While you might look a little funny “play acting” flying, the benefits far outweigh the kidding and your potential passengers will appreciate your conscientious efforts.

Flying an airplane is not like riding a bike. Pilots today need to maintain knowledge and proficiency in a wide range of skills to conduct a safe flight. Respect the fact that your skills need to be nourished on a consistent basis and never assume that just because you are legally current, you are also safe.

WisDOT FIRC

A new and improved Flight Instructor Refresher Course (FIRC) will be held November 10th and 11th in Oshkosh, Wisconsin at the FAA Safety Center. The course is updated to reflect changes in the new Advisory Circular, which requires several new topics.

Included in the new required topics are: How To Give An Effective Flight Review, Flight Instructor Ethics and Professionalism, Pilot Deviations, and Building A Safety Culture Through

Effective Teaching.

The goal of the updated course is to expose the instructor to the latest in flight training techniques, the newest technology, and, most importantly,



Flight Instructor Refresher Course sponsored by the WISDOT Bureau of Aeronautics.

operational and safety procedures. This isn't just about rehashing the basics.

Many of the speakers are Designated Pilot Examiners (DPEs), which provide valuable insight for Certified Flight

Instructors (CFIs) who seek to improve the effectiveness of their instruction.

All attendees are provided meals and a 2013 FAR/AIM.

The course is open, at a reduced rate, to all pilots who will receive a certificate of completion upon successful completion of the course. Registration information is available at www.dot.wisconsin.gov/news/events/air/firc.htm □

Craig Butler

*Engineering Specialist
WisDOT Bureau of Aeronautics*

MADISON, WIS. – Craig Butler joined the Wisconsin Department of Transportation's Bureau of Aeronautics (BOA) in December 1990. As an engineering specialist, Craig is responsible for the management of GA airports planning, design



Craig Butler

and construction projects. Additional responsibilities include administration of the Automated Weather Observing System (AWOS), Airports Rotating Beacon Replacement, and Ground Communication Outlet (GCO) programs. Craig also holds a Private Pilot Certificate, with high-performance and IFR ratings. Prior

to joining BOA, Craig worked in land surveying and is a registered land surveyor in the State of Wisconsin.

Craig Butler will soon celebrate 38 years of marriage to his wife, Marguerite. They are the proud parents of three children: Ross, Jessica and Amy. In Craig's free time, he enjoys working on his retirement cabin in northern Wisconsin, motorcycles and hunting and fishing. Craig officially retired from state service on September 7, 2012. □

SOME CROSS-COUNTRY BASICS FROM P. 53

Be sure to organize your charts in the sequence that you will need them and see that they are properly stowed. Secure all loose items in the cockpit. Be sure that all the equipment, charts and tools needed during your flight are within easy reach.

While taxiing or flying, it is unwise to lay or store charts and other items on top of the instrument panel. Placing charts on the panel can greatly increase eyestrain due to glare, and it reduces the clear forward visibility. This in turn can seriously degrade the pilot and co-pilot's (or front seat passenger) ability to see traffic in front of the aircraft.

Always have a definite place to store everything you bring onboard the aircraft. Once used, be sure to return that item to the same location

from where it was taken. Not only does that prevent cockpit clutter, but it also helps the pilot to easily remember where specific items are located. When flying daylight VFR, it is possible that a pilot will use "pilotage" as the form of navigation. It is easy and requires no special equipment beyond a chart or two. When using "pilotage," it is suggested that a pilot should work from the chart to the ground. In other words, look for the landmarks that are shown on the chart. This is helpful because it is likely that many landmarks may exist in a pilot's field of vision. Yet some landmarks, even those that may appear quite prominently, may not be shown on the chart. By working from the chart to the ground one can be generally assured of finding the right landmarks

and staying on course.

It is also suggested that pilots orient their charts so that north on the chart is pointing to actual north, thus the landmarks seen on the chart will appear in similar orientation along the route of flight.

Always use the checklists and never perform checks solely from memory. That one forgotten or missed item can be the beginning of a cumulative chain of events (chain of causation) that can lead to ultimate disaster.

These reminders and more are important to every pilot. By reviewing and practicing good flying and safety skills and techniques, along with practicing good cockpit management, flying will be safer, more efficient, and more fun! □

REVITALIZING GA FROM PAGE 15

danger, and predictably, over-reacted. Essentially, pilots would have to meet the same standards as charter flights or commercial air tour companies, like those that fly over the Grand Canyon. That meant listed and vetted pilots, charter-like rules on aircraft, and drug testing for pilots, just to donate their aircraft and time to fly around the airport on a nice day. Predictably, air rides — the very way most people were introduced to aviation — became virtually extinct.

There is a happy ending to the story, though. After several years, the FAA finally recognized the damage done, and actually changed the law. Here is FAR 91.146:

§ 91.146 Passenger-carrying flights for the benefit of a charitable, nonprofit, or community event.

(a) *Definitions.* For purposes of this section, the following definitions apply:

Charitable event means an event that raises funds for the benefit of a charitable organization recognized by the Department of the Treasury whose donors may deduct contributions under section 170 of the Internal Revenue Code (26 U.S.C. Section 170).

Community event means an event that raises funds for the benefit of any local or community cause that is not a charitable event or non-profit event.

Non-profit event means an event that raises funds for the benefit of a non-profit organization recognized under State or Federal law, as long as one of the organization's purposes is the promotion of aviation safety.

(b) Passenger carrying flights for the benefit of a charitable, nonprofit, or community event identified in paragraph (c) of this section are not subject to the certification requirements of part 119 or the drug and alcohol testing requirements in part 121, appendices I and J, of this chapter, provided the following conditions are satisfied and the limitations in paragraphs (c) and (d) are not exceeded:

(1) The flight is nonstop and begins and ends at the same airport and is conducted within a 25-statute mile radius of that airport;

(2) The flight is conducted from a public airport that is adequate for the airplane or helicopter used, or from

another location the FAA approves for the operation;

(3) The airplane or helicopter has a maximum of 30 seats, excluding each crewmember seat, and a maximum payload capacity of 7,500 pounds;

(4) The flight is not an aerobatic or a formation flight;

(5) Each airplane or helicopter holds a standard airworthiness certificate, is airworthy, and is operated in compliance with the applicable requirements of subpart E of this part;

(6) Each flight is made during day VFR conditions;

(7) Reimbursement of the operator of the airplane or helicopter is limited to that portion of the passenger payment for the flight that does not exceed the pro rata cost of owning, operating, and maintaining the aircraft for that flight, which may include fuel, oil, airport expenditures, and rental fees;

(8) The beneficiary of the funds raised is not in the business of transportation by air;

(9) A private pilot acting as pilot in command has at least 500 hours of flight time;

(10) Each flight is conducted in accordance with the safety provisions of part 136, subpart A of this chapter; and has secured a letter of agreement from the FAA, as specified under subpart B of part 136 of this chapter, and is operating in accordance with that agreement during the flights.

(c) (1) Passenger-carrying flights or series of flights are limited to a total of four charitable events or non-profit events per year, with no event lasting more than three consecutive days.

(2) Passenger-carrying flights or series of flights are limited to one community event per year, with no event lasting more than three consecutive days.

(d) Pilots and sponsors of events described in this section are limited to no more than 4 events per calendar year.

(e) At least seven days before the event, each sponsor of an event described in this section must furnish to the FAA Flight Standards District Office with jurisdiction over the geographical area where the event is scheduled:

(1) A signed letter detailing the name of the sponsor, the purpose of the event, the date and time of the event, the location of the event, all prior events

under this section participated in by the sponsor in the current calendar year;

(2) A photocopy of each pilot in command's pilot certificate, medical certificate, and logbook entries that show the pilot is current in accordance with §§61.56 and 61.57 of this chapter and that any private pilot has at least 500 hours of flight time; and

(3) A signed statement from each pilot that lists all prior events under this section in which the pilot has participated during the current calendar year.

That's "do-able." Make sure you have a non-profit, charitable, or "community event" as the basis for your air rides. Private pilots can use their *certificated* aircraft (no experimental or LSA aircraft) for rides (and no airliners, either). No aerobatics, formation flights, or off-airport operations. No rookies — each pilot must have 500 hours. Each pilot must meet recent flight requirements, have a flight review, and a medical certificate. Note the notification requirements for the FAA listed in the FARs above (also note that it is *notification*, not *permission*). Here's a big one: Drug testing is no longer required!

Now that "the regulators" have removed the most onerous parts of the law, we should get back to using this proven method of raising community awareness for the airport. This is really easy to do—and you can do it up to four (4) times each year.

I suggest you choose your fund-raising "partners" carefully. Pick a partner that has a good reputation within the community — one that will help turn out a crowd for the event (and remember, the event can last as long as 3 days).

Have the fund-raising partner pre-sell rides. People may not buy a ticket at the airport, but it is pretty hard for them to turn down a Shriner doing a benefit for crippled children. Consider making the pre-sold tickets a different color, enabling them to "jump the line" and "take the first available aircraft."

Don't forget to involve the news media (*after all, you ARE doing a good deed for a local charity!*). We even invite

the media for a demo ride several days BEFORE the event. It's free publicity for your operation, and if the piece comes out the day *before* the event, it helps the charitable or community operation to turn out crowds.

Though the donor of the aircraft can receive reimbursement for fuel for the event, consider doing something special for them. I suggest a post-event get-together to thank them. The pilots will feel that they have been a part of something good.

Be sure to have "learn to fly" promotional material (AND someone that can sell flight training) ready to answer questions about learning to fly. Remember, the people taking the rides have already expressed a desire to fly, so they are potential flight students.

Consider offering an "upgrade." We can tell them, "*Yes, you can take the airplane ride, but for not a lot more money, you can fly the airplane yourself! Would you like to book an introductory flight lesson?*"

Consider using one of your four allocated events during an EAA Young Eagles promotion, if you have the aircraft and pilots available to do so. Adults often live vicariously through their kids. Parents will bring them out to a Young Eagles event, but would like to go up, themselves. The kids go for free during the Young Eagles event, but the adults can be accommodated on a separate flight. (Don't forget that EAA and the local EAA chapters are also non-profit organizations, and are therefore eligible and this can help EAA.) Note that EAA is now considering doing a "Grey Eagles" program for adults, which can be part of it. Kids get the free program (and the recognition that comes with it), and adults get to participate as well by buying a ride — a shared experience for kids and adults — making it even MORE memorable.

Though the FAA doesn't require it, check insurance liability coverage on donated aircraft.

Consider carefully which pilots you want flying, and which you do not. 'Nuff said.

Appoint a specific person or committee to evaluate weather conditions and to make the call whether you will conduct the rides or not. Make the call as soon as you can. Err on the side of safety and convenience. An accident, or having people get ill on a bad day, can wipe out goodwill.

Do I *really* have to remind you to have a supply of sick-sacks in each aircraft?

Have a designated and visible place for people to buy tickets. The person selling tickets can put groups together in specific aircraft — telling a four-person group that they should wait until a six-place aircraft comes back so they can all go together, for example, or suggesting that a disabled person utilize a specific aircraft for ease of loading, or suggesting that three burly Minnesota farmers might not want to go together in a Piper Warrior.

If you have some unique aircraft (seaplanes, gliders, helicopter, antiques), you may or may not want to put a "premium price" on those aircraft. We've even done air rides in a King Air!

Always invite riders to bring their camera. In today's "social media" age, those pictures will be widely distributed, adding to the impact of the ride. For those still using film, try "partnering" with a local photo processor to offer a discount.

Make provisions for the handicapped; many people find it easier to get into a high-wing airplane, for example. Cherokee 6s, with their big cargo doors, are also easy for the handicapped to board the back seats. Your thoughtfulness will be appreciated.

Make sure it is a fun experience! Do whatever you can to make it a carnival atmosphere — food, trinkets — we've even had a "carnival barker" dressed up in a striped coat, skimmer hat, and cane extolling the virtues of "taking to the air" just like the barnstormers, and wonder of wonders, it works!

Be sure to have airplane loaders and unloaders assisting...helping people in and out, pointing out where passengers may or may not step, helping with seat belts, and most important, clearing the

area around the aircraft of spectators. You'll have a lot of excited but unaware people around the airplanes, many of them children, who are hard for pilots to see.

Hold a pilot and handlers briefing. Make sure your pilots do a preflight briefing, and that pilots always come across as safe, deliberate, and smooth. Explain to all involved the altitudes, routes, speeds (try to have all at the same speed, as this is not a race), time enroute, radio calls, passing procedures (*try not to have to do this*), pattern entry, taxi procedures, and loading/unloading procedures for each possible runway. Usually, 12 minutes aloft and 3 minutes taxi time is enough for most riders. Plan your route to go along the periphery of your community so that riders can identify local landmarks. The steady parade of planes will also remind people that there is something going on at the airport, adding to your passenger count.

There you have it...a fun way for you to garner community support for your airport, a way to improve the image of general aviation in your community, a way to "partner" with deserving charities or community events, a way to help promote flight training, and a way to involve current pilots — and all at very little cost.

The FAA has backed off on an overzealous policy (*who says that government can't be changed?*). Let's use this restored freedom to maximum advantage. Start planning air rides NOW!

In the next issue of *Midwest Flyer Magazine*, I will tackle the subject of "charter flights," and what revisions of the Federal Aviation Regulations are needed to restore this once effective air transportation service.

EDITOR'S NOTE: Jim Hanson is the long-time fixed base operator at Albert Lea, Minnesota. He has been in aviation long enough that he remembers when airplane rides were "a penny a pound." Jim has shared suggestions on how to improve student starts and to retain current pilots. If you would like to bend his ear, contact him at his airport office at 507-373-0608, or via email at jimhanson@deskmedia.com □

CALENDAR

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

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FOR LARGER LISTINGS, REFER TO THE
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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.

OCTOBER 2012

- 4-6* **WARRENSBURG (RCM), OHIO** - Sport Aviation Classic - HOA Events 9am-4pm, CST Classes, BBQ, Auction, Dance. sportaviationclassic.com
- 6 **POPLAR GROVE (C77), ILL.** - Dog n Brats Lunch 11:30am-1pm at Vintage Wings & Wheels.
- 6 **OSHKOSH (OSH), Wis.** - WAI Frosting for Flight Fundraiser to benefit WAI-Oshkosh Spirit of Flight Scholarship at Wittman Airport - Noon-4pm.
- 6 **BAY CITY (RGK), Wis. (RED WING, MINN.)** - Red Wing Fall Bar-B-Que BYOB & a dish to pass - meat and fixings supplied 4:30-7pm. 715-441-1790.
- 6 **CABLE (3CU), Wis.** - Pancake Breakfast www.cable4fun.com
- 6* **MADISON (MSN), Wis.** - Weather Seminar WHERE: Wisconsin Aviation Madison WHO: National Weather Association's Aviation Meteorology Committee <http://www.nwas.org/> They are holding their annual meeting in Madison and the seminar is a part of their outreach program for the Aviation Committee. Wings Credit: GL1346141

Topics & Speakers: Local Aviation Weather Impacts Caused by the Great Lakes - Rich Mamrosh (GRB NWS) Radar and Satellite Interpretation - Marcia Cronce (Milwaukee/Sullivan NWS) Interpretation and Application of Aviation Weather Forecasts from a Pilot's Perspective - Terry Lankford (FAA Flight Service Station Specialist-Retired) Terry Lankford is a published author: http://www.amazon.com/Terry-T.-Lankford/e/B0011ZREBY/ref=sr_ntt_srch_innk_1?qid=1346855958&sr=8-1

- 6* **CAHOKIA (CPS), ILL.** - Fall Fly-In Pancake Breakfast & Burger Lunch 9am-5pm at the Curtiss-Wright Hangar 2 near Ideal Aviation.
- 6* **RICHLAND CENTER (93C), Wis.** - Fall Color Fiesta Breakfast & Lunch 7am-4pm.
- 6* **ROCKFORD (1C8), ILL.** - Fall Colors Fly-In. Pulled Pork Sandwiches Lunch at Cottonwood Airport 11am-3pm.
- 7 **NOBLESVILLE (180), IND.** - BBQ Lunch Noon- 3pm.
- 7* **PALMYRA (88C), Wis.** - Fall Color Fly-In Pancake Breakfast 8am-Noon. (Toys for Tots Drop Off)
- 7* **ASHLAND (3G4), OHIO** - Pie In The Sky Fly-In (Homemade Pies with Ice Cream) 9am-4pm.
- 7* **IOLA (68C), Wis.** - Fall "Colorama" Chili Fly-In, cheese & desserts 9:30am-4pm.
- 11-13 **PALM SPRINGS, CALIF. - AOPA Aviation Summit at the Palm Springs Convention Center. www.aopa.org**
- 11-13 **KEOKUK, IOWA** - 22nd Annual L-Bird Fly-In & Convention at Keokuk Municipal Airport.
- 13* **FORT WAYNE (SMD), IND.** - Chili Lunch Fly-In 11am-2pm.
- 13* **NOBLE (OLY), ILL.** - Chili Fly-In with Hot Dogs, Homemade Pie & Drinks 11am-2pm.
- 13* **PORT CLINTON (PCW), OHIO** - Apple Butter Fly-In - apple butter, apple pie & apple cider at the Erie-Ottawa Regional Airport.
- 13* **HARTFORD (HXF), Wis.** - Chili Cook-Off Lunch 11am-1pm. The Follies (spot landing, balloon chase, pumpkin drop, short field takeoff & landing) starts at

1pm. If you plan to participate in chili cook-off contact Dana dana_dana@clubair.net or 262-725-3591.

- 14 **MT. MORRIS (C55), ILL.** - Pork n Pie Feast Pig Roast with all the trimmings & homemade pies 11am-3pm.
- 14 **POPLAR GROVE (C77), ILL.** - Pancake, Eggs, Sausage & Beverage 7am-Noon. Park on the grass or the ramp at the museum on the north side of the airport.
- 19* **GREEN BAY, Wis.** - Golden Age of Aviation. An original musical show performed by "Let Me Be Frank Productions" at the Jet Air Hangar - Austin Straubel Airport - 1921 Airport Drive. Proceeds benefit The Honor Flight Network for World War II Veterans and The Brian LaViolette Scholarship Foundation granting scholarships to honor and remember those who serve. Reserve tables by going to www.jetairgroup.com 920-494-2669.
- 20 **LEES SUMMIT (LXT), Mo.** - Pancake Breakfast 8:30am-Noon.
- 20* **MARIAN (MWA), ILL.** - Flap Jack Breakfast 8:30-11am.
- 21 **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am.
- 21 **WATERVLIET (40C), Mich.** - Chili potluck lunch and check out the fall colors.
- 21* **EXCELSIOR SPRINGS (3EX), Mo.** - Home-made Chili Bowl.
- 27* **OSHKOSH (OSH), Wis.** - Wisconsin Aviation Hall of Fame 2012 will be held in the Founder's Wing at the Experimental Aircraft Association's AirVenture Museum. Inductees will be Lavern Griffin, Tom Hegy, Mike McArdle, Warren O'Brien, and John Salzer. www.wisconsinaviationhalloffame.org
- 28* **FREMONT/CLYDE (S24), OHIO** - Fall Chili-Fly-In 11am-2pm at the Sandusky County Regional Airport.

DECEMBER 2012

- 1 **YORK (JYR), NEB.** - Omelets, Burritos, Eggs, Sausage & Pancakes Breakfast - 8-10am. redoakrod@stewireless.com
- 10 **CHESTERFIELD (SUS), Mo.** - Pinch-Hitter Course - To introduce the non-flying member of your family to the airplane, and become proficient in airwork, navigation, communication and landing at the Spirit of St. Louis Airport. www.spiritpilotshop.com/About_Us.php 636-530-9013.

JANUARY 2013

- 25-26* **YPSILANT, MICH.** - Great Lakes Aviation Conference & Expo at the Eastern Michigan University. Seminars for pilots, mechanics & FBOs. IAA renewal session for mechanics. 517-548-1200. GreatLakesAviationConference.com

APRIL 2013

- 9-14* **LAKELAND, FLA.** - Sun n Fun International

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17-19* **Alexandria (AXN), Minn. - Minnesota Airport Conference at the Arrowood Conference Center.**

20* **BLOOMINGTON, MINN. - Minnesota Aviation Hall of Fame 2013 at the Ramada Mall of America Hotel. For details, refer to mnaviationhalloffame.org.**

29-5/1* **MADISON, Wis. - 58th Wisconsin Aviation Conference at the Madison Marriott West. www.wiama.org**

MAY 2013

1* **MADISON, Wis. - 58th Wisconsin Aviation Conference at the Madison Marriott**

West. www.wiama.org

30-6/2* **JUNCTION CITY (3JC), KAN. - National Biplane Fly-In at Freeman Field. www.nationalbiplane-flyin.com**

JUNE 2013

1-2* **JUNCTION CITY (3JC), KAN. - National Biplane Fly-In at Freeman Field. www.nationalbiplane-flyin.com.**

JULY 2013

29-8/4* **OSHKOSH (OSH), Wis. - EAA AirVenture 2013. www.airventure.org**

AUGUST 2013

29-8/4* **OSHKOSH (OSH), Wis. - EAA AirVenture 2013. www.airventure.org**

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Dave Weisman

Future Pilots of America

OSHKOSH, WIS. - This young man was as excited to be at EAA AirVenture Oshkosh 2012, July 23-29, as his parents. AirVenture emphasized "family" this year, and getting young people involved in aviation. □

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HANGAR FOR SALE - Dane County Regional Airport, Madison, Wisconsin. Southern exposure, 1750 sq. feet with 44 foot wide x 14 foot tall door. T hangar is located inside secured area. Please contact Clint Soule, csoule@lwallen.com or 608-516-4082.

HANGAR FOR SALE - Outagamie County Regional Airport, Appleton, Wisconsin (KATW). 54 ft. Schweiss bifold door, 3000+ sf, insulated, heated, plumbed. Paid 117k, selling for 95k OBO. Dave 920-277-3688. dkrueger@me.com

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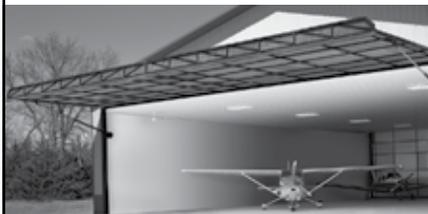
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1965 Mooney M20C Mark 21 – N5954Q - 3245 TT, 185 SMOH, 185 prop SNEW, fresh annual July 2012, dual KX170B Nav/Coms, KLN90B GPS, Garmin GTX327, newer interior & windows. \$49,500



1965 Beech Debonair 35-C33 – N9010S - 4335TT, 600 SMOH, 600 SNEW Prop, S-TEC 50 A/P, Dual King Nav/Coms, Dual Yokes, Numerous mods/upgrades, Excellent P&I, May 2012 Annual \$72,900



1958 Cessna 180A Amphibian – N392PT - Loaded and ready to deliver with fresh annual! Garmin avionics, upgraded 260hp engine, EDO floats, ART wing extensions, 406ELT, JPI700, all logs and much more! PRICE REDUCED! \$142,500



1979 Piper Navajo PA31-325 CR Panther – N3519S - 350HP, 7760TT, Only 15 SMOH/ SPOH, New Garmin 750 Touchscreen, GNS430, Known Ice, VG's, Winglets, A/C, April 2012 Annual. \$349,000



1982 Cessna 414A Ram IV – N5134C - 6710 TT, 725 SMOH, Garmin 430W, HSI,

Color Radar, Dual Transponders, FIKI, A/C, VG's, NDH, June 2012 Annual, 2154 lbs. Useful Load! Motivated Seller! \$405,000



1979 Cessna 310R – N2638Y - Rare 203-gal fuel, Garmin 430W, HSI, Color Radar,

Known Ice, Fresh Annual July 2012, 9415 TT, 1100 SMOH, Hangared in Midwest... \$114,500

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What Does Roger Really Mean?" FAA Notice Number: NOTC3893

For most of us, we learned to use the word "Roger" early in our aviation career. We learned that it simply means that we heard and understand what the other person said. We were clearly taught that it connotes no permission or authorizations. For whatever reason, we then go on with our flying and hardly ever use that word.

So what happens when we have a problem on the airfield and we tell ATC that we need to do something and they say "Roger?" What does that mean? Here is an example.

A Cessna-210 received ATC clearance to taxi via Taxiway Juliette and cross Runway 1/19. Enroute, the C-210 pilot advised ATC that the aircraft just blew a tire. The pilot requested to exit the aircraft to inspect the wheel. The tower authorized the pilot's request and asked the pilot to

advise if he needed help.

At this time, a C-172 reported inbound with a request for full stop landings or touch-and-goes on Runway 1. The tower cleared the C172 as requested. (Can you see the runway incursion scenario developing?)

The C-210 pilot came back on the frequency stating he had a wheel come apart. The tower asked his intentions, and the C210 pilot said if he moved the aircraft it would do damage and requested to go to an FBO. (Getting to the FBO from the damaged C-210 would require a runway crossing.) The tower responded "Roger." The pilot responded, "Thank you very much."

The tower then observed two men on foot walking towards the runway. The tower called the C-210 several times with no response. The tower, after observing the men crossing the actual runway, told the inbound C-172

to go around and enter right traffic for Runway 1, later changing clearance to land on Runway 5.

It appears to me that with the additional stress caused by the blown tire, when the pilot made his request to go to the FBO, he expected the tower to give him a "Yes" or a "No," and when the tower replied with a simple, "Roger," he forgot his early training that "Roger" is not an authorization – and started hiking! Fortunately, the pilot of the C-172 executed a proper go-around and landed safely on another runway.

The Aeronautical Information Manual is the authoritative source for proper aviation communications: http://www.faa.gov/air_traffic/publications/atpubs/aim/. But most of all, remember your early training – "Roger" only means that someone heard what was said; it does not give authority to do something (www.FAASafety.gov). □

BIG PLANE PROBLEMS

Airbus & Boeing Production Rates Straining Supply Chain

FARNBOROUGH, UK – Airbus and Boeing are gearing up to roll out large commercial jetliners in ever-increasing quantities over the next 10 years, according to a new report from Forecast International, but component suppliers may not be able to keep up with demand. Adding to the pressure on suppliers is the fact that Airbus and Boeing are shifting their focus

from manufacturing to integration, and are looking to outsource more design and production responsibilities. But how fast and high to increase production is a tricky proposition for the two companies. In addition to the vulnerability of their supply chains, another concern is the overall health of the airline industry.

Airbus and Boeing have considerable

incentive to keep production rates high and growing. The two companies hold large numbers of unfilled orders, but this means long waiting times for customers to take delivery of their aircraft, which often results in considerable frustration for these customers. A lack of early delivery slots could also tempt potential buyers to take a serious look at new aircraft emerging from manufacturers outside of the Airbus/Boeing duopoly. Such aircraft include the Bombardier CSeries, the COMAC C919, and the Irkut MC-21.

Forecast International's newly released "The Market For Large Commercial Jet Transports" projects that 14,655 large commercial airliners will be produced in the 10-year period from 2012 to 2021. The Connecticut-based market research firm estimates the value of this production at \$2.04 trillion in constant 2012 U.S. dollars (www.forecastinternational.com). □



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