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AUGUST/SEPTEMBER 2018



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# TIME TO FLY

**Another great fly-in season is upon us. And while I might be somewhat biased, you can't go wrong attending an AOPA Fly-In. Our events have grown significantly over the years, expanding to the two-day format in 2017.**

Our opening fly-in of the season in Missoula, Montana was our first visit to this part of the country, and it won't be our last. Pilots had several opportunities to experience my favorite type of flying – getting out into the backcountry. We scheduled three different fly-outs around Missoula, one capped off with a potato bake sponsored by the Recreational Aviation Foundation, and a trip to the Museum of Mountain Flying's "Always" movie set.



Our second fly-in this season takes us to one of the oldest cities in the United States—Santa Fe, New Mexico, September 14 and 15, sure to be rich with culture and history. Attendees will also have a great opportunity to hone their aviation skills through workshops ranging from owner-performed aircraft maintenance to VFR backcountry flying adventure and skills, and IFR beginner and refresher courses. Aspiring photographers can combine their love of photography and flying with a workshop in aviation photography.

Once the crisp autumn air rolls in, you can find us in Carbondale, Illinois, October 5 and 6. Attendees will enjoy a vibrant music scene and gourmet cuisine, along with magnificent cliffs, spectacular hiking trails, and picturesque lakes.

Our last fly-in of the season will be in Gulf Shores, Alabama, October 26 and 27. Known for its white sandy beaches and warm blue water, attendees will be able to enjoy the beautiful views and hopefully, some much-deserved rest and relaxation.

For more information on each of our fly-ins visit [www.aopa.org/flyins](http://www.aopa.org/flyins). We look forward to seeing you this fly-in season and wish you nothing but safe travels and blue skies!



**Mark R. Baker**  
President & CEO, AOPA

**ON THE COVER:** The P-51 Mustang "Sierra Sue II" is a featured attraction at the Wings of the North Museum at Minneapolis Flying Cloud Airport in Eden Prairie, Minnesota. Complete stories on the plane, its restoration team, and the museum beginning on page 36.

*Photo by aviation photojournalist, David Leininger*

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# Latest ATC Spinoff Proposal Meets Continued Heavy Opposition From GA Groups

by Dave Weiman

**P**ilots, aircraft owners, corporate flight departments, aircraft manufacturers and fixed base operators who are members of the Experimental Aircraft Association (EAA), Aircraft Owners & Pilots Association (AOPA), National Business Aviation Association (NBAA), General Aviation Manufacturers Association (GAMA), Helicopter Association International (HAI), or the National Air Transportation Association (NATA) can be proud of their leadership for opposing the Trump Administration and some members of Congress who want to privatize the air traffic control system in the United States, and put the airlines in charge.

On June 21, 2018, general aviation associations issued a statement strongly opposing the Trump Administration for including in its government reorganization proposal a failed



idea to privatize the Federal Aviation Administration's (FAA) air traffic control services.

"There is a large and diverse chorus of opposition to the idea of privatizing our air traffic control system, including congressional leaders from both political parties, more than 100 aviation organizations, over 100 business leaders, 100 U.S. mayors, consumer and agricultural groups, conservative think tanks, and the majority of Americans. Additionally, this concept has been fully considered in the U.S. Congress and rejected despite years of repeated attempts," was the joint statement issued by the top six aviation organizations.

"Instead of focusing precious time and resources on what amounts to nothing more than a distraction to the aviation community, the Administration needs to support a long-term FAA bill, like those passed by the House of Representatives and now pending in the Senate. These bills will take practical and significant steps to address many critical issues like aviation safety and modernization, which includes accelerated

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advancement of the Next Generation Air Transportation System (NextGen) and needed aircraft certification and regulatory reform. Additionally, the Department of Transportation needs to continue with its commitment to the NextGen Advisory Committee (NAC), which fosters collaboration in an open and transparent manner and helps advance air traffic control modernization priorities and investments.

"We are disappointed that the Administration continues to reintroduce a failed proposal. Instead, it should put its weight behind FAA legislation pending in Congress that will advance the aviation industry, including general aviation, which contributes \$219 billion to the U.S. economy and creates over one million jobs in the U.S."

The Trump Administration and some members of Congress appear to be listening only to lobbyists from the

airline industry, which could seize control of the air traffic control system with total disregard to general aviation. The Administration seems to think that privatizing all public services is better than government-run services, regardless of the type of service provided, the costs and inefficiencies that can result, and the potential for preferential treatment.

If you feel you have already taken a back seat to the airlines, especially near commercially-served airports, you haven't seen nothing yet. If the airlines get their way and control the air traffic control system, general aviation could end up in the baggage compartment, then later lost in space.

Our associations, through your support, will continue to encourage the Administration to rethink its position and refocus its attention on making the best air traffic control system in the world even better! □

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Hi Dave:

After listening to the podcast the other day ("Simple Flight Radio," April 29, 2018, <https://player.fm/series/simpleflight-radio/midwest-flyer-read-all-about-it-april-29-2018>), I wanted to share with you what I found at our hangar in Stoughton, Wisconsin the other day.

Someone had brought out a big box of old aviation magazines that were left at the hangar. I sifted through them for "good stuff" and found GOLD!

The cover photo of Dick Peterson and inside photo of Dick, Bill, Roger, and Doug, "in their element" are very special to us now.

This, and a couple other special issues, will be kept in my collection (i.e. Wixom family Blackhawk Airways cover, Bill Amundson in his Waco, *Midwest Flyer* subscription display). Someday they will go to the Stoughton Historical Society. And I realized after the podcast that this was the first year of publication!

Thanks for helping us document this history, and congratulations on your success in a very challenging industry over the past 40 years! Cheers!

Doug Tomas  
East Troy, Wisconsin



The July 1979 issue of *Wisconsin Flyer*, now *Midwest Flyer Magazine*, featured the aircraft builders and restorers at Matson Airport (2W16), Stoughton, Wisconsin. Dave Weiman Photo



Peterson (left and center) and Amundson (back and center) help advise some fellow aircraft builders at Stoughton Airport. Stoughton probably has more aircraft restoration and building projects in progress than any other airport in the state at any given time.

## Experienced With Homebuilts

Besides having restored a number of vintage aircraft including the WACO, a Taylorcraft and two Vagabonds, one of which won "grand champion" at Oshkosh '76, Peterson knows his way around the homebuilt circle as well. Among some of the aircraft he has built include Pitts Specials and a Starduster Too.

Homebuilts, like restored aircraft, have their share of FAA inspections. The first, which is the "pre-cover" inspection, check that the welding, or gluing in the case of wood framed aircraft, is strong and that the flight controls are operation. Once the airplane is covered and finished. (continued on next page)

**EDITOR'S NOTE:** Doug, we are glad the magazines brought back fond memories, and are now a historical record of the aeronautical craftsmanship and achievements of the people at the Stoughton, Wisconsin airport. □

Hi Dave:

I wanted to say thank you for sending the magazines (which were distributed at "Minnesota Drone Day," May 5, 2018 in Eagan, Minnesota). They were a hit! I think they were gone within the first hour. We had them at the Minnesota Drone Advocacy Council booth. We had a good showing of both drone enthusiasts and the more traditional radio controlled and manned aircraft guys.

We had a great day. We officially counted 364 people, but I know more came in and out after they stopped counting. My guess would be over 400. Not bad for our first year.

Thanks again for squeezing in the ad and for sending the magazines. It was just perfect!

Cheri Gagné  
UAS Pilot & President - The Fly Girls, Inc.  
Eden Prairie, Minnesota  
[www.theflygirls.com](http://www.theflygirls.com)

**EDITOR'S NOTE:** The Minnesota Drone Advocacy Council (MN DAC) was founded in 2017 to help bridge the gap between drone operators, businesses and government in Minnesota. Membership is made up of recreational and commercial drone operators from Minnesota. The organization promotes the safe and legal use of drones in the state. □

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Dear Dave,

As I recall you were at one of the first North Central EAA Fly-Ins at the Whiteside County Airport south of Rock Falls, Illinois. I believe you had just started publishing your magazine a short time previously.

Your article in the December 2017/January 2018 issue about Washington Island brought back fond memories of the place. It is truly a beautiful island.

I visited the island a number of times in the past. Once in a Piper Colt, twice in a Piper Tri-Pacer, and twice by automobile.

When staying overnight or longer, my wife and I stayed in a beautiful home owned by Sterling, Illinois physician, Dr. C. J. Mueller, who at that time, was our doctor. His daughter, Elizabeth (Betsy), still lives on the island as a permanent resident.

It has been a long time since I was last on Washington Island, but I hope to revisit it at least one more time before passing away.

Sincerely,  
Bill Havener  
Sterling, Illinois

## Director of Flight Training At Wisconsin Aviation Completes Cirrus Standardized Instructor Pilot Training

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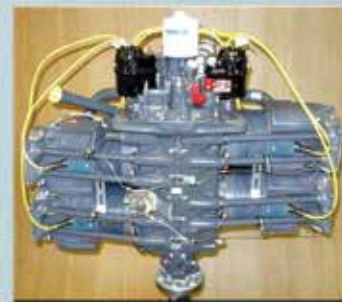
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# If ATC Asks You to Call After You Land, Do You Have to Make That Call?

by Greg Reigel, AAL  
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**T**he short answer to that question is “no.” But before you decide to ignore ATC's request, you should give it some thoughtful consideration.

First, you should know that you have no legal responsibility to place the call. ATC's request is not an ATC instruction that you may otherwise be obligated to follow under 14 CFR 91.123.

Next, you should ask yourself why ATC might be asking you to call? Oftentimes the request is intended to obtain your personal information (e.g. name, contact information, etc.) so the FAA will know who was operating the aircraft. If you provide that information, you will have then given the FAA what it needs to place you in the aircraft at the time of the incident or situation that prompted the request for you to call ATC. If the situation results in an enforcement action, you would have given the FAA what it needs to help make its case.

Alternatively, ATC may want to advise you of procedures or provide information with respect to your flight operations. ATC may simply be trying to educate you regarding operations within its area of coverage or to help correct an aspect of your operation that may otherwise not have been in strict compliance with the regulations.

If you do make the call, you need to understand two important points:

1. The telephone call will be recorded. So, the FAA will have a record of everything said during the call, both by you and the ATC representative; and



Greg Reigel

2. The FAA will use the information you provide. If the situation is one that warrants treatment as a “compliance action,” the FAA will use the information to help correct your regulatory deviation and to ensure that future deviations do not occur. If the situation is more serious and leads to an enforcement action, the FAA will use any information you provide against you to support its position that you violated the regulations.

With this information in mind, you should analyze your situation to determine whether it does or does not make sense to make the call. If the situation involves a potentially serious violation of the regulations, then it may not be prudent to make the call.

If the situation involves conduct that may qualify for treatment as a compliance action, or if you want to try and find out what ATC wants without providing any personal information, then making the call may be a reasonable option. After all, one of the criteria for a compliance action is that the airman shows a compliance attitude. Ignoring the request for a call could result in the FAA believing that you do not have a compliant attitude, which certainly won't help your situation.

Unfortunately, no hard and fast rule exists to help you make the decision. You will need to review your situation and give it some thought/analysis. And if you are unsure, it may make sense to discuss your situation with an aviation attorney to help you make the decision. In that case, feel free to contact me and I will be happy to help.

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



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# Single Pilot Resource Management (SRM)... The Plan and The Pilot

by Michael J. "Mick" Kaufman



Michael Kaufman

In my column in the June/July 2018 issue, the title was "Single Pilot Resource Management" (SRM), which is a big topic.

Included in that article was a look at "aeronautical decision making" (ADM).

Since that issue, I have been involved with the National Transportation Safety Board (NTSB) investigation of a fatal accident, which I am not privileged to discuss, but it ties into some of the topics in this issue and some of my previous columns.

In this issue, I will continue my discussion on "single pilot resource management," "aeronautical decision making," and a relatively close subject, "human factors" (HF), as they all tie together.

After spending 25 hours in the past 10 days flying my own Bonanza from Wisconsin to Newfoundland, I had a chance to look at and evaluate some of my own procedures.

I had a great time and would say the "Newfies" are some of the friendliest people I have ever met. While I was looking forward to this trip for a long time, I had to consider carefully the issue of "fuel planning." It seems that most of the world outside of the United States use jet fuel, and avgas is hard to find at many airports. If available, it is expensive. ***We paid as much as \$14.00 per gallon! Yikes!***

In the June/July 2018 issue, I mentioned doing a regular evaluation of Plan, Plane, Pilot, Passengers, and Programming as part of single pilot resource management. Most of my attention was given to the Plane, its navigation equipment and having a functional panel. This issue will focus on the Plan and the Pilot.

In your preflight planning for a

flight, how much detail do you give to checking documents and flight planning before departing, especially to or from airports you are not familiar with? On my recent trip to Newfoundland, it was important to check fuel availability, and as I mentioned, the price was high, but paying the price was much better than trying to stretch the flight beyond safe limits.

I can vividly remember two recent accidents involving fatalities because of fuel starvation. One of them was a former instrument student of mine who was returning from a Florida vacation with his family. He did an instrument approach



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to a Kentucky airport, asked the FBO what the fuel price was, purchased a soda but no fuel, and filed instruments to another airport about 50 miles away where the fuel was cheaper, and ran out of gas on the approach. The result was four fatalities.

Another fuel starvation accident occurred April 28, 2005, when a college student from Maranatha College in Watertown, Wisconsin, flying a Piper Archer, was returning to school after visiting his parents and ran out of gas over Lake Michigan. He made a successful ditching in Lake Michigan within sight of the Wisconsin shoreline, then called 911 on his cell phone, but drowned when the plane sank before rescuers could arrive. There are specific requirements stated in the Federal Aviation Regulations, and if followed correctly, you will greatly reduce the risk of a fuel starvation accident.

**What Does FAR 91.167 say regarding IFR fuel requirements?** The aircraft must carry enough fuel to fly to the first airport of intended landing (including the approach), the alternate airport (if necessary) and thereafter for 45 minutes at normal cruise power!

**What does FAR 91.103 Say Regarding Fuel?** You must plan your alternate based on all available weather reports and forecasts. You must consider any known ATC delays when planning your fuel requirements! There should be 45 minutes of fuel on board when you land!

When some pilots plan a flight, they think it is okay to just get the weather and go. They never look at takeoff and departure procedures or check the NOTAMS for navaid outages, or even airport and runway closures. ForeFlight has made it so easy for us to find pertinent information that we should always check before every flight.

On my recent flight through Canada, all of this information was available on ForeFlight, so there were no surprises during our trip.

On any flight we take from an unfamiliar airport or an unfamiliar part of the country, we should brief the plan and set certain departure and arrival minimums. For instance, I never takeoff or land at night at an airport I have never visited during the day unless there is a control tower. This is a safety backup should I miss an item on the approach chart in regards to the departure procedure (DP).

**LONE ROCK, WI  
TRI COUNTY RGNL (LNR)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES**

**AMDT 4 08185 (FAA)**

**TAKEOFF MINIMUMS: Rwys 9, 27, 600-13/4,**  
or 1000-21/2 for climb in visual conditions.

**Rwys 18, 36, NA- Environmental.**

**DEPARTURE PROCEDURE: Rwys 9, 27, for**  
climb in visual conditions: cross Tri-County Rgnl  
Airport at or above 1600 before proceeding on  
course.

FIG 1

According to the DP for departing Tri-County Regional Airport in Lone Rock, Wisconsin (KLNR) on Runway 36 in IMC conditions or at night, we would hit high terrain (FIG 1). Even though Part 61 pilots can depart zero/zero, I would highly recommend following the recommendations outlined in the published standard instrument departures (SID) and DPs.

Every pilot should set strict minimums for themselves and not say "OH, I CAN HANDLE THAT." In my own aircraft, my takeoff minimums are the circling minimums for the approach in use, and my approach minimums are the published minimums for the approach I will be flying. If the departure minimums specified in a DP are higher than the circling minimums, I follow those. This does not happen often.

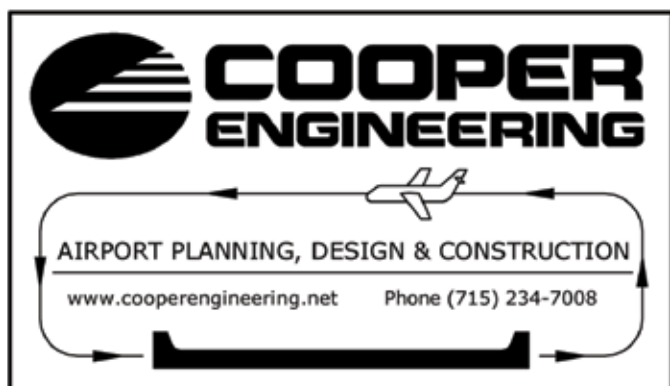
Another personal minimum I have is that I will never fly IFR in an airplane I am not familiar with or one that just came out of maintenance.

The University of North Dakota (UND) Aviation Department published some great data on pilot minimums, and I would recommend using them as a guideline. It is obvious that the pilot, single pilot or crew, has quite a few items to deal with before departing on a flight and failure to do so could be catastrophic. There are always unforeseen items on every flight and everything we do in life has risk, beginning with getting out of bed in the morning. The plan as part of single pilot resource management is to help mitigate the risk, and I have only scratched the surface on this subject.

The pilot is the most important piece of the pie when it comes to single pilot resource management, and along with that comes "aeronautical decision making" (ADM) and "human factors" (HF).

The Bonanza Baron Pilot Training (BPT) program I manage has a class on human factors developed by our instructor, Dr. Greg Ricca, who is a neurosurgeon. If you have seen the movie "Sully," which played two years ago, you would remember the part human factors played in the outcome of the successful landing in the Hudson River.

If you are a regular reader of my column, you may think that from time to time I have become a broken record as over



and over again I stress “Know The Aircraft You Fly” and “Get Good Training.” This was the case with the successful landing in the Hudson.

### Rate-Based & Attitude-Based Autopilots

Let us review “autopilots” as it has been some time since I have written about the basic autopilot types and why pilots need to know the differences. I have included with ADM some important pilot decisions, which need to be based on this knowledge.

The two basic types of autopilots are “rate-based” and “attitude-based” with most S-Tec and a few Century autopilots being rate-based, and most King and Garmin autopilots being attitude-based. This is important for the pilot to know in an emergency situation as to what is functioning and what is not.

Rate-based autopilots are driven off the turn coordinator, and they also use accelerometers to control the aircraft. Rate-based autopilots are not usually as smooth as attitude-based systems, so you see more attitude-based systems.

Going back to days before GPS and glass panels, most autopilots have not changed much in basic design. In those days and today, if the vacuum pump failed, so did the attitude indicator and the attitude-based autopilot. Statistics showed

that the turn coordinator rarely failed, so even with a vacuum pump failure, the rate-based autopilot could still fly the airplane and do an approach minus flying a heading from the heading indicator.

A fatal accident that will always linger in my mind took the lives of a friend, his family and several people on the ground, and aeronautical decision making and human factors played a big role in this accident. The pilot was professional all the way and sat on many advisory panels for the FAA and NTSB, but errors can still be made by some of the best. Here’s what happened:

The pilot decided to takeoff in low instrument meteorological conditions (IMC), and shortly after takeoff, there was a discrepancy between the attitude indicator, heading indicator and turn coordinator, which drove the rate-based autopilot. In a high workload situation, the pilot was unable to sort out the problem, which he conveyed in radio communications with air traffic control. Knowing that turn coordinators rarely fail, he chose to ignore his attitude and heading indicator. It was one of those rare failures of the turn coordinator that was the contributing factor in this accident.

We as humans will never make equipment that will not fail or will we be able to solve every situation that may arise while flying, but we can improve on the safety of general aviation by learning all we can about our equipment.



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For instance, I once pulled a breaker to simulate a primary flight display (PFD) failure on a glass panel airplane in training. About \$5,000 later, it was back working again. The manual said this should not have happened, but it did. As modern aircraft have progressed to sophisticated glass panels and state-of-the-art navigation systems, it is increasingly difficult for the pilots to totally understand how items work as many of the manufacturers do not share their trade secrets in developing the systems. *How does your AHARS work, Mr. Garmin?*

*Know your aircraft and fly safe!*

**EDITOR'S NOTE:** Michael J. "Mick" Kaufman is a Certified Instrument Flight Instructor (CFII) and the program manager of flight operations with the "Bonanza/Baron Pilot Training" organization. Kaufman conducts pilot clinics and specialized instruction throughout the U.S. in a variety of aircraft, which are equipped with a variety of avionics, although he is based in Lone Rock (KLNK) and Eagle River (KEGV), Wisconsin. Kaufman was named "FAA's Safety Team Representative of the Year" for Wisconsin in 2008. Email questions to [captmick@me.com](mailto:captmick@me.com) or call 817-988-0174.

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

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## South St. Paul Names New Airport Manager

SOUTH ST. PAUL, MINN. – Minnesota native Andrew Wall has returned home to manage South St. Paul Municipal Airport – Fleming Field. He succeeds Philip Tiedeman who joined the staff at the Metropolitan Airports Commission.

Wall grew up in the Twin Cities and started his aviation career at Minneapolis Flying Cloud Airport. He earned a Bachelor's of Science Degree in Aviation Management at Minnesota State University Mankato. Upon graduation, Wall became the airport operations supervisor at Des Moines International Airport for the last 12 years. He and his wife have three daughters, ages 9, 6 and 2.

South St. Paul Municipal Airport is publicly owned and operated by the City of South St. Paul. Access to the Twin Cities metro is quick and easy, as the airport is less than two



South St. Paul Municipal Airport – Fleming Field

miles from Interstate 494 and U.S. Highway 52. Fleming Field is home to the Commemorative Air Force - Minnesota Wing, Civil Air Patrol, and Wipaire, Inc.

The airport has one runway (16/34, 4,002 feet in length and 100 feet wide), and three instrument approaches.

South St. Paul Municipal Airport is known for its low fuel prices and there are no landing fees! Phillips 66/Western Petroleum branded fuel is available in 100LL and Jet-A. Western Petroleum also supplies 91UL fuel. Self-serve fuel is available 24/7/365, and full-service fueling is available through Wipaire.

Land with utilities is available for new hangar construction.

For additional information contact the manager's office at 651-554-3350 or email [awall@southstpaul.org](mailto:awall@southstpaul.org) ([www.flemingfield.com](http://www.flemingfield.com)). □



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## Air Traffic Control & You!

by Harold Green

Sometimes the role of Air Traffic Control (ATC) seems to be confused on the part of general aviation pilots.



Harold Green

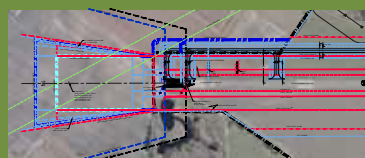
Either we give them too many God-like attributes, or pilots are afraid to communicate because of a fear of doing something that will make the pilot appear foolish. The following information will hopefully place these concerns in perspective.

By the time a Private Pilot Certificate is achieved, one certainly knows the basics of radio communication, so that won't be repeated here. Therefore, rather than delving into the minutiae of the regulations, let's take a look at the practicalities of communicating with air traffic control (ATC).

The overriding purpose of communicating with these folks is so they can help us avoid other traffic while reaching our destination safely. Therefore, whether on initial call up we say "Chicago Center, Piper Arrow N12345 at 5,000," or go through the more lengthy, "Chicago Center, Piper Arrow N12345," and wait for their response before providing additional information, is not a key point. What is key is making sure ATC knows where we are and that we are communicating with them. Obviously, the former is preferred in terms of brevity of communication.

Typically, what actually happens when being transferred from one facility to another, particularly when flying on an Instrument Flight Rules (IFR) flight plan, is we use the former, and if we receive a prompt response, that is the desired form. If we don't receive a response within a reasonable amount time, we will try again. At some point, after repeated lack of response, we will revert to the formal initial call up so

we know we have established communication before imparting information. The other issue that affects how we establish and maintain communication is how busy the frequency is. If the facility is very busy, we may simply say "Chicago Center, Piper Arrow N12345" and wait for a response. This serves the dual purpose of letting ATC know we are on frequency and minimizing the time we monopolize the frequency. The controller will then get to us as soon as possible. Bear in mind that often a controller may be working more than one frequency and you may not hear the communication on the different frequency, so the controller may be busier than



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you think. However, it should not take a great deal of time for the controller to reply saying, "Arrow 12345, Standby."

Here are a few things that will help reduce the issues:

1. Think out what you are going to say in advance, include wording.
2. Keep it brief.
3. When possible, before speaking, listen to the facility with which you are going to communicate. Try to use the procedure you hear in use.
4. Annunciate clearly and speak at a normal rate.
5. If you don't understand something, ask the controller to repeat his transmission.

Another concern that arose recently is how is right of way between airplanes established when flying under Instrument Flight Rules? While there is some thought that all traffic details are covered by FAA Order JO 7011, the fact is aircraft right of way is not covered in detail. The answer is basically very simple: Right of way is whatever the controller says it is. Again, referring to the purpose of ATC, they are responsible for the safe flow of aircraft traffic. Therefore, other than the fixed airspace rules, such as altitude/airspeed rules, and altimeter setting passing 18,000 feet, ATC pretty much sets the priorities. Therefore, requiring (actually requesting) a change in altitude, heading or routing to accommodate traffic falls within their purvey. In short, ATC sets the rules...pilots do not.

When the pilot files an IFR flight plan, it is expected the rules will be applied. For example, course vs. altitude rules should be observed. However, ATC may decide that it is best to assign an altitude contrary to the normal rules. Along with this, altitude changes are not unusual to expedite traffic flow. Now, this can be frustrating for pilots, especially when they filed for a specific altitude based on winds aloft and weather and leaned their mixture after leveling off.

Also, routing changes are normal, particularly in high traffic areas. There are some high traffic areas which are notorious for routing general aviation aircraft way out of their way.

Hopefully, controllers will try to accommodate all aircraft with the least amount of inconvenience for pilots, such as rerouting them whenever possible, rather than changing their altitude, but there are no guarantees. It depends on traffic volume, and it depends on the controller, and usually the best controllers are those that fly!

It is also important for everyone to recognize that in the final analysis, the Pilot-In-Command (PIC) carries ultimate responsibility for the safety of the flight. This means that if complying with a controller's requests (and in this context, directives become requests), jeopardizes the safety of the flight, the PIC not only has the prerogative, but the absolute responsibility to deny the request.

For example, assume you have been cruising along at 7,000 feet in your aircraft which is not equipped with deice equipment above a cloud layer which probably contains ice, and ATC requests you descend into the layer. You would be within your rights to decline ATC's request. Of course, it is advisable to explain why. In some cases when declining a directive, you could be asked to submit a written explanation. Remember, a letter is better than a memorial service. An incident I overheard several years ago illustrates this issue very well.

A Cessna 310 not equipped with de-ice equipment had been flying between layers. Another airplane in the lower layer started picking up ice and asked center for a higher altitude. Center then requested the 310 to descend so they could bring the other aircraft up out of the ice. The 310 pilot simply said, "No, I don't think I am going to do that." Center gave a heading change to the lower aircraft and then assigned it a higher altitude. End of issue.

Another issue that bothers pilots is a sarcastic and/or arrogant reaction from a controller. Frankly, I doubt that I would have the patience that these folks normally exhibit. If you spend some time listening to the communications they have to live with, it is understandable that occasionally a controller may become sarcastic or short in their response. Some pilots act like the controller is there for their exclusive

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use, or they lose all semblance of formality and ramble on, blocking other communications. Now, if it makes you feel any better, the Federal Communications Commission (FCC) used to have a rule against issuing disciplinary action on an active radio communication network. However, let's ignore that and consider that controllers are human. They can have a bad day just like the rest of us. So, a little sarcasm can be expected when they don't have a good day and you interrupt their pity party. Actually, if you consider the stress these folks are under, as a general rule, they are remarkably patient. Nonetheless, excessive sarcasm and rude communication is never really called for. Usually, it is best just to ignore such outbursts. However, if you really want to respond in kind, it is usually sufficient to become officiously formal. For example, a response such as "ROGER SIR" or "WILCO SIR" spoken slightly louder than normal with clear annunciation will sometimes get the message across.

Regardless, remember ATC is there for our benefit; we pay for it through our taxes and ultimately controllers work for all of aviation, including general aviation. Overall, I feel that controllers do a good job and as long as we, and they, conduct ourselves professionally, life is good and flying is much safer.

*EDITOR'S NOTE:* Harold Green is an Instrument and Multi-Engine Instrument Instructor (CFII, MEII) at Morey

Airplane Company in Middleton, Wisconsin (C29). A flight instructor since 1976, Green was named "Flight Instructor of the Year" by the Federal Aviation Administration in 2011 and is a recipient of the "Wright Brothers Master Pilot Award." Questions, comments and suggestions for future topics are welcomed via email at [harlgren@aol.com](mailto:harlgren@aol.com), or by telephone at 608-836-1711 ([www.MoreyAirport.com](http://www.MoreyAirport.com)).

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

## READER FEEDBACK

Mr. Green:

I read your column rejecting the idea of a rounded base turn VFR traffic pattern (Pattern Ops Revisited by Harold Green, Midwest Flyer Magazine, June/July 2018). Initially, I was also skeptical of the benefits of adopting such a pattern for GA operations. However, a limited study conducted by AOPA/ASI and the University of North Dakota revealed there may be benefit to such a pattern. More consistent speed control, reduced variation in bank, and more consistent alignment on final are a few of the advantages that seemed

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likely with such a pattern. There's not enough data and the study was incomplete, but the research revealed that it's worth investigating. ASI is currently in search of someone to help us fund a complete study. We'll keep you (and the GA industry) posted on our progress and our results.

Richard G. McSpadden Jr.  
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**EDITOR'S NOTE:** Prior to accepting the executive director position with the AOPA Air Safety Institute, Mr. McSpadden was the Commander and Flight Leader of the U.S. Air Force Thunderbirds, 2002/2003, an F-15 Instructor, Examiner, and Mission Commander with 150 combat hours. Additionally, Mr. McSpadden has been a general aviation pilot for 35 years, holds CFII and MEI flight instructor certificates, and is Cessna Citation CE-525S type rated.

Mr. McSpadden:

Thank you first of all for taking the time to read my column, and secondly, for your response. I am certainly open to revising my opinion based on actual data, and if further studies support the rounded base turn, I will support it and I hope that those studies happen.

However, my big concerns at this point are as follows: 1) A

continuous turn blocks the view of other traffic in the pattern regardless if the aircraft is high or low wing. That, to me, is a big concern at airports like C29 (Middleton Municipal Airport – Morey Field, Middleton, Wisconsin) where we have a wide variety of aircraft performance and pilot capability, coupled with no control tower. 2) It is my opinion that the squared pattern allows a more accurate assessment of wind conditions by the pilot. It is also my opinion that training emphasis on coordinated flight, awareness of one's ground path, and attitude and airspeed control would provide far more benefit.

Again, thank you for your feedback. I hope to read about further studies as they occur.

Respectfully,  
Harold Green, CFII  
Contributing Editor  
*Midwest Flyer Magazine*

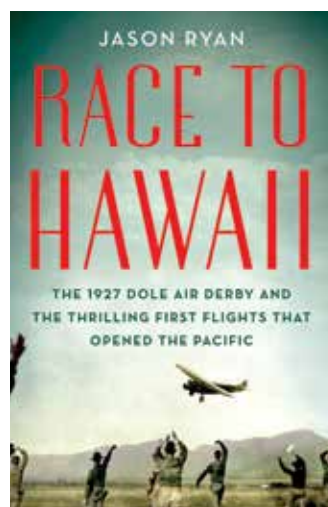
Hi Harold:

I'm not sure where the data will lead us, but it should be an interesting study. I share some of your concerns. A boss once advised me: don't use data like a drunk uses a lamp post – for support, rather than for illumination! So, we will try to follow what the data illuminates. I'll keep you posted!

Kind Regards,  
Richard G. McSpadden Jr.

## Race to Hawaii

CHICAGO, ILL. – Surrounded in every direction by more than a thousand miles of deep blue ocean, Hawaii is one of the most isolated places on Earth. Traveling to and from this tropical paradise by air was once considered impossible. It wasn't until the late 1920s, during the golden age of aviation, that American pilots attempted the first flights across the expansive Pacific. Facing severe turbulence, poor weather conditions, untested navigations and flimsy airplanes, heroic men and women risked everything to obtain that first bird's eye view of the beautiful but distant island.



Race to Hawaii: The 1927 Dole Air Derby and the Thrilling First Flights That Opened the Pacific (Chicago Review Press; August 1, 2018) by Jason Ryan recounts the precarious trips that captured the nation's attention-filled American spirits with exuberance and adventure during the early twentieth century. After two attempts by the U.S. military, pineapple baron James Dole decided to offer

of a \$25,000 cash prize to the first pilot to fly nonstop 26 hours straight, from the West Coast to Hawaii. The contest soon became nationwide entertainment and attracted a variety of contestants. Everyone from Hollywood stunt pilots to World War I aviators, to a Michigan school teacher and a Wall Street bond salesman, threw their hats in the ring for the grand prize. But the race resulted in chaos, with many pilots landing in the ocean, or worse. America watched and wondered who, if anyone, would make it. □

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## You're Doing WHAT? – Part 1 of 2

by Woody Minar

**T**here's a common theme among pilots – we love to fly and we have a desire to improve our skills regardless of our experience or certificate level. After all, we tend to be Type A people who are goal and mission oriented. Whether it's conducting initial training, flight reviews, insurance checkouts, endorsement or upgrade training, or routine tune-ups, there are some common widespread themes among pilots that become pet peeves of flight instructors and air traffic controllers around the country.

When I started to think about my pet peeves, I contacted several controllers and flight instructors in a Certified Flight Instructor (CFI) discussion group on Facebook and I posted that I was writing an article on the subject and requested their input. Inside of three days, I had more than 300 responses! I'll review a few of the more common pet peeves.

**Be Prepared** – “Joplin Tower, uhhh, Skyhawk 12345



Woody Minar

at, uhhh, ABC Flight School with ATIS Information Zulu, and we are ready to taxi to, ummm, Runway 36 for, uhhh, departure to the east, no, sorry, west Skyhawk 12345.” How many of us have heard that? Controllers are very patient people when it comes to student pilots, as well as seasoned pilots with poor communication skills. Controllers tell me to “be prepared as to what you are going to say so you don't tie up the frequency.” Write it down if you have to. Who you are; Where you are; What you want to do. Being prepared will also help with the nervousness.

Have a mental picture of who is in the traffic pattern. Oftentimes an aircraft will be on short final and another is at the hold short line, and the pilot who is ready for takeoff announces, “Joplin Tower, Skyhawk 12345, at 36, ready for departure.” Knowing that an aircraft is on short final, you know that the tower is going to come back with “Skyhawk 12345, hold short Runway 36,” so why not wait until the aircraft has landed, then make the call. It saves unnecessary transmissions. It's all about situational awareness. Whether you're on the ground or in the air, listen and get a mental picture of who's coming in, who's in the pattern, and even who's taxiing. Know what's going on around you. This also



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applies to non-towered airports. Finally, have you ever heard someone calling in asking what the active runway is? If they would listen to AWOS and listen to the traffic in the pattern, they would know.

**Ground Distractions** – The pilot religiously performs the checklist item by item and when the AWOS is tuned and the report is broadcasting, the pilot continues the checklist. Meanwhile, the instructor has heard the AWOS recording four or five times. Oh, and the checklist will be completed and the pilot will start taxiing with the AWOS still blasting away. “Uh, were you aware that the wind changed directions several times and we have to change runways?” “Huh?” Because there isn’t total attention to the task at hand, these distractions result in missed checklist items, missed radio calls, inattention to the adjacent aircraft, or a runway incursion. One task at a time!

**The Taxi** – Controller: “Taxi to Runway 21 via delta, alpha, cross 36 on alpha.” Pilot: “Taxi to Runway 21 via delta, alpha, cross 36 on alpha.” Wrong! It drives controllers nuts when the tail number isn’t used; it’s as if the pilot said nothing and the controller is required to repeat the request. A full read back for taxi instructions is now required. The tail number must be read back on every transmission. Be prepared and write down the taxi instructions. If you don’t understand an instruction, something doesn’t make sense, or you become unsure if you can cross a runway, ASK the controller to repeat. Controllers are human and sometimes they make mistakes. It could save a runway incursion or worse.

How many times have you had someone block the runway entrance doing a runup, programming the radios and GPS, and picking their nose while blasting those behind them? Do this out of the way of others. Be aware of your surroundings and be courteous. When taxiing off the runway, announce “Clear of the active runway.” What if there are two active runways? It’s helpful to state the runway you just left: “Clear of Runway 35.” Also, when taxiing across a runway, “Experimental 12345, crossing 35 at Charlie.” No one other than this pilot knows where Charlie is. Try saying “... crossing threshold of 35...” or “...crossing mid-field of 35...” Everyone knows where that is.

High-wing aircraft are susceptible to winds and the ailerons can flop up and down and break your hand if you’re hanging on too loosely. Too many pilots taxi with their hand off the yoke or don’t understand which way the ailerons should be positioned when taxiing. A good way to realize wind direction is to note the wind direction on the directional gyro (DG). The aircraft will rotate around the DG and it takes out the guesswork of aileron position. The 90-degree tick marks on the DG are an aid to aileron directional control.

**Riding the Brakes** – “I know this is a flight school plane, but it still costs money to maintain. You can ride the brakes if you want, but the rates are gonna go up.” I constantly see (and feel) the pilot adding power and applying more brake while taxiing and the cycle continues until there’s full power and full brake – well, almost. Then comes the takeoff and the pilot is riding the brakes. The pilot can’t feel it, but the passenger (me) feels like I’m being whiplashed back and forth with a student driver learning to use a clutch. Use just the right amount of power and brake for a smooth taxi and no brakes on the takeoff roll. The heels should be on the floor and toes down low.

**Air Distractions** – Whether a pilot is in training or a seasoned pilot who is airport hopping on a nice day, GPS and radio programming is necessary. Most pilots program the equipment on the ground. For some, “it’s just as easy to do it in the air.” As a result, the pilot is usually seen manipulating and staring at the equipment for minutes on end without even a glance outside. “Uh, did you see that King Air dodge us?” “Huh?” And let’s not forget about glass panels! They’re more fun to watch than the boring sky ahead of us that is full of aircraft. How about listening to AWOS when just entering or actually in the pattern? This distraction should be avoided at this time because the pattern is one of the highest risk times of flight. Obtain and memorize AWOS before entering the airport environment and keep looking outside the cockpit. A complaint by CFIs is hearing a pilot say, “requesting airport advisories” on UNICOM. Instead, listen to AWOS and monitor the UNICOM frequency.

**Not All Pattern Altitudes Are Created Equal** – Pattern altitudes are there for a purpose—to protect you from people coming in for crosswind or maneuvering traffic, and not all pattern altitudes are 1,000 feet. Doing some research in the Chart Supplements (formerly Airport/Facility Directory (A/FD)), it didn’t take me long to find non-standard pattern altitudes.

For example, Maple Lake (KMGG) northwest of Minneapolis is 800 feet AGL, and Albert Lea (KAEL) in southern Minnesota is 740 feet AGL. Hayward Executive (KHWD) near Oakland, California, has a 600-ft pattern altitude for 10R-28L, while 10L-28R is 800 feet! Ferguson (near Pensacola), Florida (82J), has a mere 500-ft pattern altitude. My home airport in Osceola, Wisconsin (KOEO) is 1,000 feet AGL, but glider pattern altitudes are 700 feet AGL. This difference should be obvious – airspeeds. There are other reasons for variations in pattern altitudes. Be prepared and be



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Having said this, Advisory Circular (AC) 90-66B dated March 13, 2018 is worth reading. Recommended pattern altitudes are 1,500 feet AGL for large and turbine-powered aircraft, 1,000 feet AGL for normal general aviation aircraft, and 500 feet below powered aircraft pattern altitude for ultralights. Gliders are generally 200 feet below normal general aviation aircraft. These standards were detailed in a recent change to the Aeronautical Information Manual. The bottom line, check the Chart Supplements for the airport into which you are flying. Look, see, and avoid.

*To be continued.*

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

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

## Windecker Developing Prototype of All-New Aircraft Design

It has been known for some time that the Windecker Aircraft's research and development facility in Mooresville, North Carolina, was working on a "clean sheet" aircraft design that synthesizes new and established technologies. Like a number of aircraft companies, Windecker has an engineering and technical skills staff of 25 people who work in a "top secret" environment. After three years of engineering, drawings, and analyzing a wide range of

configurations and performance goals, the company has developed enough tooling to manufacture parts for a prototype. It is anticipated that the prototype will fly in mid-2019, that it will be a Part 23 certified aircraft, and it will set new standards as the largest and most capable single-engine aircraft in its class. The new design which was called for by the company's owner, Hang Wei, a Chinese businessman, is under the direction of aerodynamicist John Roncz. □



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# Take Precautions... Don't Become Victim To Incapacitation

by Dr. Bill Blank, MD

**I**am certainly no expert on the subject of "pilot incapacitation," but it is a topic deserving of our attention.

Obviously, if you are flying, my short advice would be to land as soon as possible if you detect the onset of a problem. But let's delve a little deeper into the subject.

Pilot incapacitation falls into two categories: pilot incapacitation caused by a malfunction of the airplane, and pilot incapacitation caused by health issues.

Incapacitation can be caused by an airplane malfunction, such as sudden decompression, a broken windshield, or fire and smoke in the cockpit. In these cases, the solution is to know and execute the emergency procedures for the malfunction prior to the onset of becoming incapacitated.

The second type of incapacitation is related to pilot health issues. Here, we would be thinking about gastrointestinal problems, such as nausea, vomiting, diarrhea and weakness; cardiac problems from chest pain, all the way to unconsciousness; and neurologic problems. Remember, falling asleep in the cockpit is incapacitating if no one can wake you up. Sleep apnea can be a cause.

A major consideration of pilot incapacitation is whether it is a one or two-pilot flight. The airlines, and many corporations, have a two-pilot crew and each pilot is fully qualified to fly the aircraft. The airlines have specific training for this situation. What about single-pilot operations? Here, we could be talking about flying anything from a Piper Cub to a King Air or Cessna Citation.

The good news is, pilot incapacitation is relatively rare, but good statistics are hard to find. In the airline world, several cases occur every year. In general aviation, the incidence is



Dr. Bill Blank

hard to evaluate because unless there is a fatality, or the pilot winds up in the hospital, no one will probably know about it. In many cases, the pilot just goes home and recovers.

The most common cause of pilot incapacitation is gastrointestinal difficulties, followed by cardiac and neurologic problems. What do you do if you are a single pilot and you think you may be becoming incapacitated?

I recently read an interview with the late Bob Hoover, pilot extraordinaire, that relates to many situations that may confront pilots from time to time when flying. Bob emphasized that it was important to think ahead about potential problems, have a plan, and practice it. He, of course, was talking about flight and airshow emergencies, but the same applies with pilot incapacitation.


Fighters are frequently flown single pilot. An option these pilots have is to eject. General aviation pilots with the exception of Cirrus aircraft pilots have no similar option. If you frequently have the same passenger, you could teach that person the rudiments of landings. AOPA has a Pinch-Hitter Course with this goal in mind.

I have talked to several pilots about pilot incapacitation, all professional and also some former military pilots. The consensus is to take immediate action! This is especially important, if you are flying as a single pilot. If you are not feeling well and think you are becoming incapacitated, don't delay... take action while you can! This will depend on your aircraft's capabilities. Turn towards an open area and engage the autopilot if you have one. Once you have done this, you can assess how incapacitated you are or will become.

Do you have time to declare an emergency? If it is a gastrointestinal problem, you will probably be able to muddle through to a successful outcome, whether that is to land at the nearest airport, or make an emergency off-field landing somewhere.

Is there anything you can do to decrease the likelihood of becoming a victim? Yes! The first thing is a healthy lifestyle. Exercise moderately, eat healthy, watch your weight, drink moderately, if at all, and DON'T SMOKE. Equally important, if you don't feel well or suspect some sort of problem, don't fly, regardless of the desire or pressure to get somewhere. This is even more important, if you are no longer young. A fair percentage of people who become incapacitated in flight had symptoms before takeoff.

Do you have any idea what your airplane would do if you took your hands and feet off of the controls? You might want to try it and see. Obviously, recover immediately if necessary. Otherwise, you may wish to ride it out for a while. Some aircraft with good stability will fly more or less level for quite some time. Other aircraft will go into a spiral dive fairly quickly.



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I don't have an answer for all of these scenarios. I hope none of us will ever have to face this situation. Good planning and a lot of luck may save the day. Happy flying!

**EDITOR'S NOTE:** William A. Blank is a physician in La Crosse, Wisconsin, and has been an Aviation Medical Examiner (AME) since 1978, and a Senior AME since 1985. Blank is a retired Ophthalmologist, but still gives some of the ophthalmology lectures at AME renewal seminars. Flying-wise, Blank holds an Airline Transport Pilot Certificate and has 5300 hours. He is a Certified Instrument Flight Instructor (CFII), and has given over 1200 hours of aerobatic instruction. In addition, Blank was an airshow performer through the 2014 season, and held a Statement of Aerobatic Competency (SAC) since 1987. □

## Realizing One's Dreams of Flight Against All Odds



Brandon Stevens realizing his dreams.

*by Brandon Stevens*

**I**d be lying if I said I dreamt of becoming a pilot as a child. Truth is, I had very limited exposure to anything that flew. I wanted to be a garbage man. It wasn't until I became a young man that I slowly got more and more interested in airplanes.

I was never a good student growing up (I was a D student at best), and because of this, I had very low aspirations for myself. Entering



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high school, I didn't know what I was going to do with my life, so I wasn't motivated and lacked ambition. Slowly, I found myself looking up at the sky; aviation was the only thing that seemed to spark my curiosity. Then one day, my dad asked me what I was planning to do after high school. That's when I knew I wanted to be a pilot.

We called the nearest airport and inquired about flight lessons. It was there in rural Brush, Colorado that met my first flight instructor and stepped into an airplane for the first time.

I was nervous...I was meeting a real-life pilot! He didn't look like what I envisioned a typical pilot to look like... He was an old, bearded farmer, but he inspired me.

The second we took off, I was in awe. The muscles in my face uncontrollably force my mouth into a big smile. I couldn't help but be in a euphoric-like state (I promise, it wasn't hypoxia). It was this first flight that will forever be imprinted in my mind. I finally had purpose in life!

I didn't fly much with this instructor, but I discovered my passion, and the massive new world that came with it.

Not long after discovering aviation, I graduated from high school and was diagnosed with cancer and had no idea how to cope with it. The days went by in a blur, and I felt worse and worse during the chemotherapy. The thought crossed my mind, "I won't be able to become a pilot because of medical factors." My wings had been clipped, and it felt awful.

The week of Christmas 2016, I had my last treatment and got the best present ever...***I was cancer free!*** I was finally able to pick myself up, but my dreams of becoming a pilot seemed faint. I understood how important being fit was to be a pilot, and the need to have a valid medical. I thought the chances of

me being able to get back up in the air were slim to none, so to spare further disappointment, I took a job as an electrician and fell back into a rut.

One thing having cancer taught me was that life is too short to be doing something I absolutely hated, so I took the leap and I applied for the Professional Pilot program at Kansas State University (KSU) Polytechnic in Salina, Kansas, and was accepted, despite my lousy grades in high school.

I began my flight training with more determination than ever before. It was at KSU that I learned what a tightly knitted community aviation was. Anytime I had a question or needed clarification on something aeronautical, there were people willing to lend their time and expertise. They wanted me to succeed as much as I wanted me to succeed.

My instructor at KSU was amazing and wasn't afraid to show me the ropes. He was experienced and determined to help me learn. I could not have achieved what I did without his mentorship.

The hardest part has been paying for flight training or overcoming the perception that learning to fly is cost prohibitive. Yes, flight training is expensive, but it is an investment and there are plenty of scholarships and incentives available.

Probably the biggest incentive is knowing that once you land your first pilot job, you will be paid as an apprentice as you build experience, and the opportunities have never been better! But you have to be committed, and I am. I am cancer free and well on my way to realize my dreams, and hopefully I can inspire and help others to pursue theirs. *Brandon Stevens (bos@ksu.edu).* □

## ASK PETE

### Ask Pete!

by Pete Schoeninger

**Q:** You warned a friend to hang onto paperwork indicating he paid sales tax when he bought his airplane, **forever!** Why?

**A:** If your friend ever moves to a different state, he will probably have to apply for registration in that state. That



Pete Schoeninger

new state may demand sales tax be paid as well, **UNLESS** he can show proof that he paid tax previously in another state. Almost all states now tax airplane purchases, and almost every state has slightly different laws.

**Q:** You said in your aircraft appraisal business, you have seen recent price increases in almost all Cessna 172s. Why?

**A:** Without much argument, the 172 is probably the most popular of all general aviation airplanes. In the last 4 years, there have only been about 400 new aircraft sold and they are approaching \$400,000 in list price. The prices of anything used, depend on supply and demand. If the overall supply of 172s is decreasing yearly, due to exports, accidents, and dismantling for parts, and demand continues steady, prices will, and are, increasing. Right now, the biggest jump is in the 1997 – 2007 models – up almost \$10,000 this year!

**Q:** I recently saw some videos of short take-off contests at Valdez, Alaska, an annual event that draws a good crowd. Is there anything like that this summer in the Upper Midwest?

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**A:** Yes, at New Holstein, Wisconsin, July 22, 2018 at the gathering of Super Cub owners (see Supercub.org). Also see Yasmina Platt's "Destinations" article on flying in Alaska elsewhere in this issue of *Midwest Flyer Magazine*.

**Q:** I read that you can now buy a CD from the FAA with information about any airplane. What is the timeframe, cost, etc.?

**A:** Do an internet search for FAA CD. There you can select to receive either a CD or printed report. The cost is \$10.00 for a CD. I have only ordered CDs, which take from one to two weeks to receive after you place your order. (They accept credit cards.) I think owners of older airplanes would find this information well worth the money, if only to see where their airplane has been all its life, found in the Registration section. Information is divided into Airworthiness and Registration. Airworthiness shows paperwork like form 337 repair and alteration forms, STCs applied to the airplane, avionics upgrades, etc. Registration shows registered owners, liens, etc. I would add one caution, however. I would NOT rely solely on this information to determine clear title or for a possible purchase. For that I recommend an aviation title company or aviation attorney.

**Q:** An "Old Boy" told me to be wary of "downwind turns" and that the airplane was much more likely to stall when traveling downwind than upwind. True or false?

**A:** False! But there is something to be learned here. When you are flying at a relatively low altitude downwind, the ground will pass beneath you much faster than if you are flying upwind. So, the illusion might be that you are going through the air (relative wind) faster than you are. So, a stall at low altitude traveling downwind (DON'T TRY IT!!) might be unexpected if you are only looking at the ground passing by to determine your speed.

**Q:** I recently got my private pilot certificate and am looking at a 1975 Cessna 182 for possible purchase. I will use the airplane for personal transportation, including flying on some smaller grass runways. My buddy says I absolutely should get a Cessna 180 instead because they are better for grass runways, and a bit faster in cruise. Is this true? I have no tailwheel time.

**A:** My two cents worth is to stick to the 182 for several reasons: 1) Cessna 182s are flown out of grass strips on a daily basis all over the world. Get a good check out in the airplane and remember to keep as much weight off the nose wheel as possible and you will do OK. 2) Cessna 180s, being tail draggers, can be a real handful on a paved runway with a good gusty crosswind, which the 182 handles much easier. 3) A Cessna 182 fuselage is a little wider than the fuselage of a Cessna 180, thus 182s are more comfortable. 4) Insurance rates for a low-time pilot with no tailwheel experience will probably be higher for a 180 than a 182. 5) Cessna sold 819 model 182s and about 119 model 180s in 1975. Today there

are currently 416 1975 C182s and 62 C180s on the federal registry. Thus, there will be a greater variety of 182s available on the used market. 6) At least some 180s lead a very tough life as "aerial pickup trucks," whereas 182s usually do not lead such an adventurous life. And I always preach, BE SURE to have a mechanic familiar with your prospective make and model check the airplane over. Also, BE SURE to have a title search done before you open your wallet. But to respond to your buddy, yes, the 180s are a bit faster because of a skinnier fuselage and no nose gear up front to create drag. And for very rough off-field flying, a 180 with big tires is preferred over a 182.

**Q:** I saw an airplane that looked like an Ercoupe (or Alon), but with what looked like a Mooney tail on it? It did have a U.S. registration number, but I did not remember to write it down, so I cannot look up the make/model. What was it?

**A:** A Mooney M-10 Cadet. About 60 were made in Kerrville, Texas. I flew a new one from Kerrville to St Louis and I recall it was quite similar to the Alon in speed, etc. A few are still around.

**Q:** You cautioned a friend of mine not to rush to buy a 1960 Piper Comanche for \$43,000. That airplane will run

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circles around a Skyhawk or Cherokee for the same price. Why not go for the Comanche?

**A:** Yes, the Comanche is a good airplane...pretty quick too. But, like all older complex aircraft, they have some maintenance quirks, and I highly recommend taking the aircraft to a mechanic with extensive Comanche experience for routine maintenance and inspections. Such experienced mechanics cannot be found in every shop. If serious maintenance is needed, it can get very expensive very quickly. My suggestion for most folks would be to stick with the more popular Cherokee or Skyhawk, if you are looking to spend in the range of \$40,000.

**Q:** I see a few mid 1960 Beech Musketeer A23s reasonably priced, around \$20K. Isn't that a bargain...a four-seat metal airplane for \$20K?

**A:** The Beech Musketeer A23 have the Continental IO-346 engine, which has been out of production for 50 years. If you like "little" Beech products, I would suggest pulling another \$10,000 to \$15,000 out of your pocket and look at a Beech Sundowner, which is about 10 years newer, and have a 180 hp Lycoming engine. They are roomy, have good visibility, and are relatively slow. Demand is not strong for them. And remember, an inspection by a mechanic knowledgeable on a particular make and model, and a title search, is a very good idea!

**Q:** I have seen old photos of several Piper Cubs stacked in a hangar on their nose, allowing lots of Cubs to be hangared in a relatively small area. Two questions: 1) Why aren't there any pictures of a stack of Cubs outside, and 2) How do you get them up and down?

**A:** I have never seen a stack of Cubs outside either, probably because a wind of any significance would blow them over. That is why they are only stacked inside hangars. To stack, or unstack, is a two-person process. One person cannot do it. To start, one person lifts the tail high, until the airplane is about balanced on the main gear, while it is also being held by the prop by the other person. Then the first person has to go forward to the prop, and then both people push down on the prop, lowering the nose to a small wooden stand that keeps the front of the airplane a couple of inches off the ground. To lower the airplane, both handlers raise the nose by the prop until it is very light, then one person holds the prop and the other person goes to the tail of the airplane, reaches up, and grabs the tail and lowers it gently to the ground.

**Q:** I thought all Piper Archers had the tapered wing, as do all Warriors. A friend has bet me a steak dinner that some Archers had a Cherokee-like square wing. Who wins?

**A:** You lose. In 1973, Piper enlarged the cabin of the Cherokee 180, and extended the wing, but did not taper it, increased the tail size, and called it a Challenger. In 1974 and 1975, Piper called this airplane the Archer. From 1976, through today, the Archer has a tapered wing.


**Q:** I moved from Missouri to Michigan and I am happy with our local FBO. My 1982 Piper Saratoga is approaching annual time. The shop foreman told me his first annual inspection of an airplane will take longer, and thus cost more, than an inspection a year later. Why?

**A:** Federal officials will tell you all inspections should be as thorough as possible. In the real world, when a mechanic has never seen a 35-year-old airplane before, he will want to check it out very closely, do an Airworthiness Summary check, etc., before signing off on an annual inspection. If the airplane is based on his field, and he does minor routine maintenance over the next year, and sees that you do not abuse the airplane, the second annual inspection should not take as long, and thus, should not cost as much as the first annual inspection. I do know of one Skyhawk owner who bought an airplane on the cheap and took it to his mechanic for an annual inspection, which cost \$8,000 to fix all the squawks. The new owner was irate and left in a fit of anger and promised to never return to that shop. Had he returned, the next annual inspection would have been about \$1,500.

**Q:** I am a CFI selling my old Cessna 175. A young man and his girlfriend with only Piper experience are coming out for a demo ride tomorrow. You said DO NOT let the prospective buyer land the airplane. Why not?

**A:** If you let the prospect land your Cessna Skylark, and he makes a rough landing, to save face he can tell his date that "These airplanes are hard to land." So, maybe he saves face with his girlfriend, but at your expense of losing a possible airplane sale. I have found that it is always best to tell prospects just before a demo ride, "This ride is to show you how the airplane flies, how avionics work, etc. It is NOT dual instruction, so I (Pete the Salesman) will do most of the flying." If they squawk at that, they are probably not serious buyers, just serious free riders.

*EDITOR'S NOTE:* Pete Schoeninger appraises airplanes for estates, divorces, and partnership buyouts. He is a 40-year general aviation veteran, starting out as a line technician as a teenager, advancing through the ranks to become the co-owner and manager of a fixed base operation, and manager of an airport in a major metropolitan community. For aircraft appraisals, contact Pete at [PeterSchoeningerLLC@gmail.com](mailto:PeterSchoeningerLLC@gmail.com) or call 262-533-3056 ([peterschoeningerllc.wordpress.com](http://peterschoeningerllc.wordpress.com)).

*DISCLAIMER:* The information contained in this column is the expressed opinion of the author only, and readers are advised to seek the advice of others, and refer to aircraft owner manuals, manufacturer recommendations, the Federal Aviation Regulations, FAA Aeronautical Information Manual and instructional materials for guidance on aeronautical matters. 

## Where have all the airport kids gone?

*How today's youth will fall in love with flying!*

by Mark Baker  
AOPA President & CEO

Growing up as a young boy in Minnesota, free time for me meant riding my bike to the airport and offering to wash airplanes in exchange for a little free flight time. I was always fascinated by aviation, but it was that hands-on experience – along with having great mentors – that made me fall in love with flying.

But times have changed, and it's not so easy for kids to hang out at airports bumming rides. In a post-September 11 era and digital age, the way new pilots are discovering aviation is evolving, and we must evolve with the times.

The GA pilot population has been declining for nearly four decades and we've reached a critical point. Something needs to be done and AOPA is working hard to turn things around and secure the freedom to fly for the pilots of tomorrow.

The AOPA high school aviation-based science, technology, engineering, and math (STEM) curriculum is one part of this plan. We're reaching an audience of young people who might never have imagined a career in aviation, and we're showing them that it's possible.

Educators play a crucial role in inspiring and guiding young people. So, we're also introducing hundreds of teachers and administrators to GA and giving them the skills and tools necessary to shape the minds of young aviators. Each year, these education leaders have an opportunity to participate in a unique aviation STEM symposium organized by AOPA



Mark Baker

to learn from industry experts and each other. This year, the AOPA High School Aviation STEM Symposium hosted by UPS, will take place in Louisville, Kentucky, November 5 and 6. For more information on the curriculum and STEM symposium, go online ([www.aopa.org/highschools](http://www.aopa.org/highschools)).

AOPA is also proud to support other passionate aviators who have stepped up to introduce and welcome a diverse, younger audience into the fold in new and exciting ways. We sponsored the Young Aviators Fly-In at Triple Tree Aerodrome in South Carolina in June, and some of our staff even flew themselves out to join in the fun.

Aviation has a powerful legacy and we can all do our part to honor that legacy by welcoming new pilots into our ranks – it's the best way to ensure GA will be around long after we've hung up our wings. □

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## Seaplanes & Legislation To Protect Them, As Well As Aviation Fuel Sales Tax Distribution

by Kyle Lewis

*Regional Manager for Government Affairs & Airport Advocacy/  
Great Lakes/AOPA*

I would like to take this opportunity to say “Thank You” to two groups AOPA has had the opportunity to work with this spring. First, the Minnesota Pilots Association (MNPA) has again hosted the **Great Minnesota Aviation Gathering (GMAG)**, April 27-28, 2018, at Minneapolis Anoka County – Blaine Airport (KANE). GMAG has become a focal point of spring aviation activities in Minnesota, and AOPA has been proud to be a part of the event.

Andy Miller, the AOPA Great Lakes “You Can Fly” Ambassador, held a Rusty Pilot Seminar at GMAG, presenting to nearly 100 pilots. Our new vice president of Airports and State Advocacy, Mike Ginter, and I met with members from all over Minnesota and beyond.

Dennis Oliver of Williamsburg, Iowa, gave us great insight to the historical value of AOPA. He should know...he has been an active member of AOPA since 1956!

Dennis told us that AOPA is something bigger than any individual...that the organization's value is in its overall membership...and that is better than any insurance. Passion of the greater good.

If it were not for events like GMAG, or groups like MNPA, connections like this could not happen. Local pilot groups are what keep general aviation flowing from one generation to the next.

AOPA President & CEO Mark Baker held a townhall meeting at GMAG, speaking on the defeat of ATC Privatization and ongoing work with the FBO pricing initiative. Mark also thanked Randle Corfman, MNPA President, for an outstanding event, and Greg Herrick for hosting the event at his amazing museum, The Golden Wings Aviation Museum.

I also wish to thank the **Minnesota Seaplane Pilots Association (MSPA)** for hosting its annual seaplane pilots safety seminar, May 18-20, 2018, at Madden's on Gull Lake near Brainerd, Minnesota. (Do you see a Minnesota theme here!)



Kyle Lewis

This event, which was organized by MSPA President Steve Guetter and the MSPA Board of Directors, is focused on safety, and each seminar speaker brought their own personal flavor of what that truly means.

Richard McSpadden, Executive Director of AOPA's Air Safety Institute, spoke on “Why Good Pilots Make Bad Decisions.” While the content is not directly aimed at seaplane operations, the message was clear: operate within the boundaries of your personal limitations, and don't be pressured to make the flight if the conditions are not right. Other speakers focused on aircraft maintenance (Mark Schreier) and lessons learned over a career of flying seaplanes in the Canadian bush (Pete Firlotte). MNDOT and FAA representatives also presented on issues related to seaplane operations in Minnesota.

The safety themes are paying off for Minnesota seaplane operators as there has been zero fatal accidents in recent years. Richard McSpadden was happy to point that out during his presentation.

The keynote banquet speaker at the Minnesota Seaplane Pilots Association Safety Seminar was Jeff Skiles, copilot of the U.S. Airways Airbus A320-214 in which he and Capt. Chesley “Sully” Sullenberger landed safely on the Hudson River on January 15, 2009 (Flight 1549, “Miracle on the Hudson”). I spent some time with Jeff over the course of the weekend, and he is a true friend to general aviation.

Planning for the 2019 Minnesota Seaplane Pilots Association Safety Seminar has already begun, and all pilots are welcome to attend whether they call Minnesota home or not, and whether or not they hold a seaplane pilot certificate.

The two groups mentioned above are perfect examples of what local aviation groups can do if they put forth a little effort. Not all states have a concentric pilots association, but that does not mean your local airport group cannot reach out and make a difference. Host a safety seminar or create an aviation safety day at your local airport. Bring the community to the airport and reaffirm that aviation is a safe hobby and business tool. AOPA's Airport Support Network (ASN) offers resources that can help you do just that. ASN volunteers have the ability to work with AOPA directly on hosting such an event.

In addition to the events like those in Minnesota, springtime has brought



(L/R) Kyle Lewis, AOPA Great Lakes Regional Manager, with David Quam, Founder of the Seaplane Pilots Association, at the Minnesota Seaplane Pilots Safety Seminar at Madden's on Gull Lake, Brainerd, Minnesota. *Dave Weiman Photo*

some legislative actions that will hopefully make a positive impact on general aviation.

**Michigan Senate Bill 626/627:** The floatplane protection bills AOPA has been supporting were voted out of committee on May 29, 2018. This is a major positive movement for the bills as there had been some questions raised on what safety aspects would be impacted by the legislation. I submitted a letter to the bill's sponsor outlining AOPA's stance on the positive safety impact by allowing the Michigan Aeronautics Commission the ability to standardize the regulation process for floatplanes on inland waters.

**Illinois Senate Bill 482:** This legislation aimed at aviation fuel sales tax distribution was initially thought to be a non-mover, but an amendment was placed into the language that would distribute aviation fuel sales tax unfairly to GA. The collected sales tax would be distributed via state grants based on commercial airline enplanements, allowing 97% of the funding to go to the large commercial service airports like O'Hare and Midway. AOPA put out a call to action on May 31, 2018 urging our Illinois membership to oppose the legislation as amended. After a third reading on the house floor, Illinois Senate Bill 482 would be eligible for a full vote. During discussions on the house floor, the language was pulled and replaced with an option to provide a percentage of the sales tax to be placed in an "aviation lockbox" and

no specific distribution model proposed at this time. I will be monitoring the bill for any other unwanted changes as negotiations occur over the summer.

Most of my states in the Great Lakes Region have recessed for summer and will pick back up in the fall.

As always, please fly safe and do not hesitate to contact me with any questions or concerns! I am here to serve you! *Kyle Lewis* ([kyle.lewis@aopa.org](mailto:kyle.lewis@aopa.org)).



AOPA has partnered with Aviat Aircraft to create Reimagined Aircraft. Placed into a flying club, partnership or flight school, a refurbished Cessna 150 or 152 can be owned and operated for approximately \$81 per hour, including fuel.

## Great Minnesota Aviation Gathering

*Photos by Dave Weiman*



Randy Corfman



Kyle Lewis & Mike Ginter



Kevin Morris



Mark Baker



Greg Herrick

# Midwest Seaplane Pilot

## U.S. Airways Pilot Makes Successful Landing At Madden's



Seaplanes lined the shore at Steamboat Bay Seaplane Base (M16) at Madden's on Gull Lake, Brainerd, Minnesota.



Aircraft parked along the grass runway at East Gull Lake Airport (9Y2), located adjacent to Madden's on Gull Lake, Brainerd, Minnesota.

*by Dave Weiman*

Under the leadership of Steve Guetter, President of the Minnesota Seaplane Pilots Association (MSPA), the organization's annual safety seminar and fly-in, May 18-20, 2018 at Madden's Resort on Gull Lake, Brainerd, Minnesota, was a success!

Safety seminars may have dominated the event, but the greatest event featured Jeff Skiles, First Officer of U.S. Airways Flight 1549, "Miracle on the Hudson."

On January 15, 2009, Capt. Chesley "Sully" Sullenberger and Skiles landed an Airbus A320-214 safely in the Hudson River on what was to be a routine flight from New York's LaGuardia Airport to Charlotte, N.C. About 3 minutes into the flight during their initial climb-out, the aircraft struck a flock of Canada geese, causing both engines to quickly lose power. All 155 passengers and crew onboard evacuated the aircraft safely. Skiles, who obtained his seaplane rating following the incident, shared the harrowing experience with fellow pilots, which he believes was anything but a miracle. Rather, Skiles attributes the successful outcome to pilot skill, teamwork, training and an airplane that floated. Other special guests at the safety seminar included AOPA President & CEO Mark Baker, who was the featured speaker at last year's banquet.

Safety seminar speakers included Rachel Obermoller, Jeff Flynn, Chris Morgan and Kevin Carlson of the Minnesota DOT Office of Aeronautics; Kevin Morris of the Federal Aviation Administration; Chris Lofstuen of the Minnesota



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St. Cloud Aviation and Park Rapids Aviation were among the many exhibitors at the Minnesota Seaplane Pilots Safety Seminar. The principle sponsor of the seminar was Wipaire, Inc.

Department of Natural Resources; Michael Freeman of U.S. Customs & Border Protection; Richard McSpadden of the AOPA Air Safety Institute; Derwin Hammond of Lake Hood Seaplane Base; Dr. Jack Shelton, who spoke on spatial disorientation; retired air traffic controller, Mark Schreier; and retired Air Canada pilot, Pete Firlotte.

Whether seaplane rated or not, the annual safety seminar is worth attending, as much of the information presented can be applied to both floatplane flying and flying on wheels, and Madden's on Gull Lake can accommodate both! The resort operates Steamboat Bay Seaplane Base (M16) on Gull Lake, and East Gull Lake Airport (9Y2), which is located adjacent to the resort. Courtesy shuttle service is provided between the airport and the resort ([www.maddens.com](http://www.maddens.com)).

The purpose of the Minnesota Seaplane Pilots Association is to promote seaplane flying and safety programs pertaining to seaplane operations throughout the state; promote a forum for the purpose of approaching government officials, to educate them, the legislature and the public on seaplane operations; and create safe and compatible seaplane base facilities throughout the state of Minnesota ([www.mnseaplanes.com](http://www.mnseaplanes.com)). □



Representatives of the Minnesota Seaplane Pilots Association (MSPA) with special guest, Jeff Skiles of "Miracle on the Hudson" fame: (L/R) Ben Thuringer of Madden's on Gull Lake and past president of MSPA; Jeff Skiles, First Officer, U.S. Airways; Mary Alverson, vice president; Brian Hans Meyer, secretary; Steve Guetter, president; Brian Addis, past president; and Kjersti Kittelson Guetter, treasurer.



One of many majestic structures at Madden's on Gull Lake, Brainerd, Minnesota.

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## AOPA's Carbondale Fly-In Will Be One For The Books!

**M**ore than 300 miles south of the hustle and bustle of Chicago, lies Carbondale, Illinois. Known for its rolling hills and surrounded by tens of thousands of acres of natural beauty, this outdoorsman's paradise will be home for AOPA's third fly-in of the year, October 5 and 6, 2018.

If you plan on embracing the rural Midwest, Carbondale is the perfect place to touch-down in early fall. Home to renowned aviation school, Southern Illinois University, Southern Illinois Airport (KMDH) is a hotspot for aviators, dating back to 1946. Pilots arriving at AOPA's Carbondale Fly-In can expect a multitude of activities and local attractions.

AOPA will kick-off Friday's festivities with early-bird




workshops and the famous Barnstormers Party presented by Jeppesen. Guests can spend an evening under the stars enjoying live music and great food. Spend the afternoon visiting the on-site exhibit hall, AOPA Village and admiring the beautiful airplanes on the market at the sellers' corral.

Attendees should make sure to get a good night's rest, whether at a nearby hotel or camping beneath the wing of their beloved aircraft. Saturday will start off with an early pancake breakfast, ongoing educational safety seminars and plenty of informational workshops. Pilots will also have the chance to hear from myself and other senior leadership at the Pilot Town Hall to discuss the latest pressing issues facing our industry today.

The fun can continue by getting lost in one of Carbondale's many outdoorsy activities surrounded by a stunning backdrop of the Shawnee Hills. As one of Outdoor Magazine's Top 200 towns for sportsmen, visitors can enjoy rock climbing, hiking, biking, hunting, fishing, boating, and

geocaching. Carbondale also offers a vibrant music scene, gourmet cuisine, educational museums, and spectacular wineries and breweries. Make sure to visit the award-winning 17th street BBQ in nearby Murphysboro.

The event is open to pilots and non-pilots alike. We hope to see you there, and remember, BYOC (Bring Your Own Chocks)! *Mark Baker, AOPA President & CEO.* 



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## Southern Illinois Airport To Roll Out Red Carpet As Host of AOPA's Regional Fly-In

If you are a pilot living in the Midwest, you won't want to miss AOPA's Great Lakes Regional Fly-In to be held October 5 and 6, 2018 at Southern Illinois Airport in Carbondale, Illinois. An easy flight from most Midwest cities, the fly-in will feature workshops, exhibits, social activities, live music, good food, recreational opportunities in the area, and a great excuse to go flying and explore a new destination.

Located among the hills and lakes of beautiful southern Illinois, Southern Illinois Airport ranks as one of the busiest airports in the state. The airport serves as home base for the nationally acclaimed aviation programs of Southern Illinois University. The airport is owned and operated by the Southern Illinois Airport Authority and managed by Gary R. Shafer and his staff. The airport board consists of five members who are appointed by the mayors of Carbondale and Murphysboro and the Chairman of the Jackson County Board to serve five-year terms.

Southern Illinois Airport, originally known as the Murdale Airport, was founded in 1946. The airport opened on June 1, 1950 with one runway, one business, two buildings and eight employees. Traffic and business has grown considerably over the past six decades, particularly after Southern Illinois University started its aviation program in 1960. Today,

Southern Illinois Airport ranks as the fourth busiest airport in the state with 27 buildings and more than 220 employees working for 11 tenants with an annual payroll exceeding \$5.6 million and yearly expenditures of \$2.5 million which is spent locally. Additionally, according to a study commissioned by the Illinois Division of Aeronautics, the airport contributes more than \$82 million in direct and indirect benefits to the region on an annual basis.

The airport features three all-weather runways, an air traffic control tower, and an Automated Surface Observing System (ASOS). The airport is capable of accommodating a variety of aircraft up to and including the Boeing 757, and can hangar aircraft up to and including a Gulfstream V.

For additional information on Southern Illinois Airport call 618-529-1721 or email [airport@midwest.net](mailto:airport@midwest.net) (<https://www.siaairport.com>).

SIU Aviation is proud to be the Presenting Sponsor of the AOPA Fly-In and is eager to serve visiting pilots.

For additional information on the fly-in, go to <https://www.aopa.org/community/events/aopa-fly-ins/2018-aopa-fly-ins/carbondale>.

The AOPA Fly-In is open to pilots and non-pilots alike. Remember to BYOC (Bring Your Own Chocks). □



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## 2018 American Airlines-SIUC Aviation Career Day

CARBONDALE, ILL. – American Airlines flew some 120 students from Chicago area high schools on April 28, 2018 to Carbondale, Illinois in an MD-82 to visit the Southern Illinois University Carbondale (SIUC) aviation campus. The students expressed an interest in pursuing an aviation career.

In addition to the students, volunteers from American Airlines – many who are alumni of SIUC Aviation – accompanied the students. Once on the campus, SIUC faculty were able to fly 106 of the students in one of their Cessna flight training aircraft. □

## AOPA Announces Airport Access Watch List

**A**s part of an ongoing initiative to ensure fee transparency, airport access, and competition for critical services at publicly funded airports,

the Aircraft Owners and Pilots Association (AOPA) has announced an Airport Access Watch List of 10 locations where the organization believes fixed-base operators with monopoly positions may be preventing reasonable airport access with their pricing practices, potentially putting them in violation of FAA grant assurances.

AOPA intends to contact each airport sponsor and begin a dialogue about the conditions for transient general aviation pilots to access these public airports. AOPA's goal is to ensure that pilots are able to land and park at each airport without being forced to purchase services they do not use, want, or need.

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There are several airports that have agreed with AOPA's assessments on egregious FBO pricing practices, and some of those airports have unilaterally taken steps to correct these situations. We call them self-help airports, and they include Orange County, Waukegan, Syracuse, Santa Barbara, Heber City, and Cedar Rapids.

All 10 airports on the newly announced Watch List have received federal funds from the Airport Improvement Program and are thus subject to FAA grant assurances. Each

of the FBOs at these airports also have transparency issues, in that their fees are not easily accessed online.

Airport Access Watch List includes Atlantic City, New Jersey (ACY); Casper/Natrona County, Wyoming (CPR); Charlottesville, Virginia (CHO); Chester County, Pennsylvania (MQS); Hilton Head, South Carolina (HXD); Laughlin/Bullhead City, Arizona (IFP); Norfolk, Virginia (ORF); Rochester, Minnesota (RST); Rocky Mountain, Colorado (BJC); and Sloulin Field, North Dakota (ISN). □

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## The Rotors 'n Ribs Helicopter Fly-In Returns!



The excitement aviation brings to kids is real.

this year, so we're doing just that, thanks to support from Airbus and Sweet Helicopters."

Rotors 'n Ribs 2018 will begin with a social hour at the Sweet Helicopter hangar at 5:00 p.m. EST, followed by a townhall meeting at 6:00 p.m. with guest speaker, Chris Emerson, President of Airbus Helicopters, Inc. At the conclusion of the meeting at 7:00 p.m., attendees will head to the VIP Chalet where the staff from Tony's Restaurant of Findlay, Ohio, will cater their celebrated barbecue ribs. The evening will top off with a private airshow featuring the Shockwave Jet Truck, Aerostars, Sky Soldiers, United States Army

GOSHEN, IND. – One of the nation's largest helicopter fly-ins, Rotors 'n Ribs, will take place the evening of Friday, July 6, 2018 at Goshen Municipal Airport (KGSH), Goshen, Indiana, after a 1-year hiatus. As an exciting twist this year, the event will share the weekend with America's Freedom Fest, a massive airshow and fireworks display expected to draw 25,000 spectators.

According to Randy Sharkey, Goshen Municipal Airport Manager and Director of Operations for Sweet Helicopters, "Interest has been overwhelming from the helicopter community to have the show return

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A helicopter races the Shockwave Jet Truck.

Golden Knights Parachute Team, and Rob Holland.

Rotors 'n Ribs 2018 is open to all helicopter owners, pilots and enthusiasts. Pilots flying in should monitor the Unicom on 123.050 for landing instructions. Pilots choosing to remain overnight and attend America's Freedom Fest on Saturday will be given free admission passes.

Updates and more details will be available at [Rotorsnribs.com](http://Rotorsnribs.com). Individuals and organizations seeking more information can contact Randy Sharkey at 574-238-1000 or via email at [randy@sweethelicopters.com](mailto:randy@sweethelicopters.com). □

## **AirCorps Aviation...**

### ***The Company Behind Beautiful Warbird Restorations***

*by Chuck Cravens*

A talented team of people with a relentless obsession for accuracy, and clients whose mission is to resurrect world-class aircraft to honor those who served and sacrificed, is the recipe that fueled the creation of AirCorps Aviation in Bemidji, Minnesota. In six years, AirCorps Aviation has developed an enviable reputation for premier warbird restorations.

The team of 35 highly skilled technicians, led by founder and general manager, Erik Hokuf, and fellow owners Eric Trueblood, Dan Matejcek, and Mark Tisler, have built an impressive resume of restored P-51 Mustangs heralded as some of the finest examples in the world!

AirCorps' home in the northern Minnesota community of Bemidji, is not the locale that first comes to mind when thinking of the warbird restoration industry. The northern Minnesota town is better known for beautiful lakes, fishing and lumber than world-class World War II aircraft restorations. "We simply needed a place to call home, and establish and build our roots," said Hokuf, whose hometown is Bemidji. "Bemidji checked every box and we've grown from there."

Northern Minnesota with its base in mining, manufacturing, and lumber has a foundation of people

who still work with their hands. AirCorps Aviation attracts both local people, but also attracts skilled craftsman from throughout the world, most recently Australia.

The maintenance team does annual maintenance and specializes in heavy annuals and major component overhauls. With an expansive knowledge of the makeup of the P-51, the parts team is supporting nine P-51 restorations and numerous repairs throughout the world. AirCorps Aviation maintains so many Mustangs that the backlog of landing gear, hydraulics and accessories coming in for overhaul never seems to diminish.

The fabrication team has built a formidable working knowledge of the Mustang and processes that were commonplace during its design and assembly. The blend of modern and traditional techniques pays homage to the men and women of North American Aviation who proved to the world what America was capable of during World War II. World War II drawings are redrawn in modern CAD/CAM software and parts are remodeled by a state-of-the-art 3D scanner to an accuracy of .0012 of an inch, only to be formed by matched tooling mounted in a 1939 Cecostamp drop hammer.

AirCorps' approach is redefining restoration by producing a dialogue of shared techniques and information that make the operation of warbirds safer for owners and operators.

Parts are fabricated to FAA Parts Manufacturer Approval levels. Once parts are finished and inspected thoroughly, maintaining an adequate inventory ensures that a correct and safe part can be supplied when an operator needs a part on short notice.



Mark Tisler, Chad Hokuf, Erik Hokuf, Eric Trueblood, and Dan Matejcek stand in front of the P-51 "Twilight Tear" at EAA AirVenture Oshkosh with Stefan Hokuf.

The immaculate collection of warbirds at Lenzen-Roe-Fagen Memorial Field in Granite Falls, Minnesota, is the home to combat veteran P-51D model 44-63864 "Twilight Tear," restored and completed in 2011 for Ron and Diane Fagen and the Fagen Fighters WWII Museum.

The iconic black and white checker nose aircraft of the 78th Fighter Group flying out of Royal Air Force Base Duxford, Cambridgeshire, England motivated AirCorps to dig deeply into research to honor the aircraft and develop new perspectives on restoration.

"It just isn't in our DNA as a shop to focus solely on the aircraft. I think that is what makes us special as a warbird shop," said co-owner Mark Tisler. "We share a love for veterans and their stories, and we are fortunate our clients want these stories to be broadcast.

"There is an enormous responsibility when you resurrect the airplane to look beyond the horsepower, armament, and miles per hour. Just think of the flush of emotions that young Twilight Tear WWII pilot Hubert Davis would have felt when he was delivered the P-51 that would carry him into combat."

Twilight Tear, named after the 1944 thoroughbred horse of the year, would provide the protection Davis and the bombers he escorted needed to survive the war. 44-63864 survived WWII, went to Sweden, Israel, and then to Bill Lear Jr. who used it to test and develop systems that would eventually become the Lear Jet. Damaged in Iceland during a ferry flight, the Fagens commenced the restoration and a completed Twilight Tear eventually retook the skies in 2011.

On July 23, 2011 at 4:00 p.m., the armorer gave the all clear; Twilight Tear's tail had been elevated and anchored. Six Browning M-2 guns were methodically inspected and

installed. The bays were loaded with 1880 rounds of live .50 caliber ammunition. At 1000 inches as per the Mustang maintenance manual, bore sighting had been performed and every precaution checked, double-checked, and triple-checked. The sense of excitement was palpable as the K-14 gunsight reticle illuminated and locked on the paper profile of a BF-109 in the dugout sand trap.

"The unfamiliar sight of a combat veteran P-51 shooting live rounds and tracers sent reverberations through my chest as I pulled the trigger," said Mark Tisler, who was one of the lucky ones to pull the trigger. "The rounds sent sand flying throughout the sand trap and the tracers were a mesmerizing sight as the smell of gunpowder filled the air. I can only imagine what it would have been like to be in the air in combat." Twilight Tear was awarded Warbird Grand Champion at Oshkosh in 2011.



Robert Bohna and Sierra Sue II, April 1945.  
*Photo Courtesy of the Robert Bohna family.*

## The Minnesota Mustang, Sierra Sue II

"It was a fairly simple directive; restore the aircraft to be the most authentic P-51 in the world. That was the goal in returning WWII combat vet, P-51D 44-63675, Sierra Sue II back to its wartime glory," said Erik Hokuf.

"Every decision from day one brought us closer to the goal of authenticity and completion. Sierra Sue II challenged us to accomplish things never before done and elevate the standard to which we hold ourselves. While we all had experience with big projects prior to Sierra Sue II, this rare opportunity to work on a dream project somehow ended up being our very first major restoration at our new facility."

The disassembly and subsequent reassembly of one of fewer than 25 surviving WWII combat veteran Mustangs commanded almost obsessive attention to every detail. The 402nd Fighter Squadron, 370th Fighter Group aircraft flew in the 9th Air Force with pilot Robert Bohna at the controls.

Bob Bohna left us an account of his last mission in his diary. Author and brother of "Doc" Christgau, Sierra Sue II's owner for over 34 years, John Christgau relates the story as Bob Bohna told it to him: "He spotted an ME 262 far



Sierra Sue II

Photo Courtesy of AirCorps Aviation

off. Without breaking radio silence, he left the formation suddenly. There was no hope of catching the jet, much less getting a good shot at it. Still Bohna laid the pipper of his gunsight on the distant speck and pressed his trigger button. He felt his camera click on, and then Sierra Sue II shuddered as her six machine guns rattled. After weeks of little action, it gave Bohna a rush, even if the bullets went only halfway to the jet.”



Sierra Sue II at EAA AirVenture Oshkosh 2015. (L/R) Lois Bohna, Tom Bohna (WWII pilot Robert Bohna's nephew), and Diane Bohna (Robert Bohna's sister). On the wing is Sue Heyward. Sierra Sue II was named after Heyward's mother.

By virtue of attention to every detail, Sierra Sue II captures a significant moment in American heritage and is recognized as one of the most complete authentic warbird overhauls in history.

Combat veteran P-51D 44-63675's restoration by AirCorps Aviation has set a new benchmark in the Mustang community. From varying shades of its natural metal skin to visible Alclad logos and its crude, albeit correct, nose art, the attention to detail is extraordinary.

Sierra Sue II resides at Wings of the North Museum in Eden Prairie, Minnesota, and can frequently be seen flying around the Twin Cities and at airshows around the upper Midwest.



The “Bush Stearman”

Another historically important warbird resides at Wings of the North; Bu 3347 is an early N2S-1 with a special history and a story to tell.

January 28, 1943 was a typical cold Minnesota mid-winter day when the youngest aviation cadet in the Navy walked out to a yellow Stearman sitting on the ramp at Wold Chamberlin Naval Air Station (NAS) in Minneapolis. The mercury hovered at 16 degrees Fahrenheit as President to be, George H. W. Bush, climbed into the rear cockpit for his ninth solo flight of the month.

On July 10, 2015, that very same yellow N2S-1 Stearman, lifted into the air for the first time in many years after completing an extensive eight-month restoration at AirCorps



The “Bush Stearman” at the AirCorps hangar with “Cripes Almighty” and “Sierra Sue II.” In the foreground is an AT-11 that is being restored for Wings of the North Museum.

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Aviation. All went well and with test flying complete, Paul Ehlen and Mark Tisler made the flight to Oshkosh, Wisconsin from Bemidji with one fuel stop to place the aircraft on display at EAA AirVenture Oshkosh where it was awarded Best Stearman and a Silver Wrench plaque.

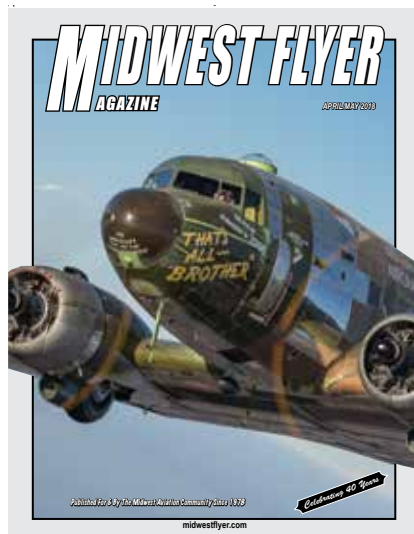
### Other Facets of AirCorps Aviation

Warbird restorations aren't the only focus of AirCorps Aviation. Over a period of 60 days in 2017 AirCorps restored, serviced and fabricated parts for 39 different airplanes ranging from a Dassault Falcon 50 jet to a Focke Wulf FW-190. Repairs have also become a major part of the work done at AirCorps including repairs to the CAF Redtail Squadron P-51C when it was damaged during its extensive 2016 educational tour.



The CAF Redtail Mustang at AirCorps Aviation shortly before it departed for EAA AirVenture Oshkosh 2017.

AirCorps Art, a niche service that provides research and production of correct aircraft markings, has all of the North American factory and manufacturer markings and placards. In 2017, AirCorps Art produced the 600-plus water transfers and external markings for the B-17 "Memphis Belle" that has just been restored at the National Museum of the U.S. Air Force, and the Commemorative Air Force C-47 "That's All Brother" (see June/July 2018, *Midwest Flyer Magazine*).



Every warbird has a story and it is those stories that captivate a new generation of warbird restorers, owners, and enthusiasts.

**EDITOR'S NOTE:** Chuck Cravens is a retired teacher and coach living near Walker, Minnesota, and has put a lifelong passion for aviation to work as the historian at AirCorps Aviation.



Chuck Cravens wrote a book on the history and restoration of Sierra Sue II entitled "Combat Vet P-51, The History of Sierra Sue II, World War II Survivor." This historical overview takes readers from the factory door in Inglewood, California in 1944, through Sierra Sue II's combat record with the Army Air Force in 1945, and on to her service with two other nations' air forces, as well as her rich post war civilian life.

Sierra Sue II's present story is detailed in the second half of the book which celebrates AirCorps Aviation's painstaking restoration to precisely replicate her condition immediately after her nose art was painted in Belgium. Also included are original military documents and over 180 photos and engineering drawings to help us understand the story of this rare surviving P-51. The book is available at the AirCorps Aviation website: [www.aircorpsaviation.com](http://www.aircorpsaviation.com) under the FOR SALE section, or direct by clicking here: <http://www.aircorpsaviation.com/combat-vet-p-51-the-history-of-sierra-sue-ii-world-war-ii-survivor>. □

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# The People & Aircraft of Wings of The North Museum

by Chuck Cravens

There is a historical jewel located at Flying Cloud Airport in Eden Prairie, Minnesota. That gem is the “Wings of the North Museum,” which is dedicated to presenting and preserving aviation history. To accomplish this mission, organizers and volunteers host air displays, symposiums, school presentations, and other programs.

The Wings of the North Museum is a non-profit 501(c)(3) corporation, formed in 1998, and recently moved to its current facility near Flying Cloud’s air traffic control tower at 10100 Flying Cloud Drive. The museum features exhibits and displays that highlight Minnesota’s contributions to aviation and honor the many pioneers that impacted Minnesota’s place in aviation history.

The heart of an air museum is always the aircraft, and Wings of the North exhibits a variety of warbirds, trainers, and liaison aircraft. The most historically significant aircraft in the museum’s collection is “Sierra Sue II,” a P-51D-20NA Mustang. The aircraft is restored to precisely the way it appeared in April 1944 when it flew from Y-32 advanced landing ground near Ophoven, Belgium.

Fewer than 200 P-51D Mustangs are still operational, and of these, fewer than 30 saw action in World War II. Sierra Sue II, a Mustang flown in combat during the final month of the war, is one of those Mustangs.

In April 1945, a month before Germany surrendered to Allied forces, 1st Lt. Robert Bohna of the United States Army Air Corps was assigned Sierra Sue II after a belly landing put his first P-51, “Sierra Sue,” out of commission. Bohna would fly Sierra Sue II on 12 missions during the remaining days of the war.

After the war ended, Sierra Sue II became one of over 100 Mustangs sold to Sweden. The Royal Swedish Air Force flew the aircraft for nearly a decade and then sold it, along with 25 other Mustangs, to Nicaragua in 1954. Nicaragua kept the planes in service until 1961. The remaining Nicaraguan P-51s were sold in 1963, except for Sierra Sue II. She was kept on display at Las Mercedes Air Base near Managua.

Nearly a decade later, American pilot Dave Allender bought Sierra Sue II from the Nicaraguan government and brought it to California. Allender bought the Mustang as the basis for an attempt at the closed-course piston-powered airspeed record, making numerous modifications to the airframe and engine to attain greater speed. After 12 years on the ground, Sierra Sue II flew once again in September 1973.

In 1979, Dr. Roger “Doc” Christgau of Edina, Minnesota,



Robert Bohna atop Sierra Sue II with Roger Christgau standing below.

*Photo Courtesy of John Christgau*

bought Sierra Sue II and brought it to the airport nearest to his home, Flying Cloud. He owned and flew this aircraft for nearly the rest of his life.

Christgau joined the U.S. Air Force in 1952 and served in Korea, Argentina, and Okinawa. He was stationed at Nellis Air Force Base in Nevada as an air combat maneuvering (ACM) instructor in 1955. When Christgau left the Air Force, he studied medicine at the University of Minnesota. He moved to Edina in 1964 where he established a successful family practice. It wasn't until 1965 that he purchased a T-34 and a T-6 and flew again, but his dream was to own a P-51 Mustang. That dream came true in 1979 when he bought Sierra Sue II.

Christgau owned Sierra Sue II for the next 30 years and flew it in airshows around the Midwest, quickly becoming well-known as a skilled aerobatic pilot.

Doc flew Sierra Sue II for the last time in 2005, and in

2011, the plane was sold to Paul Ehlen, who decided to restore the aircraft to its original stock condition. Ehlen enlisted **AirCorps Aviation** of Bemidji, Minnesota, to do the restoration. The purpose of this restoration was not to create a shiny, pristine Mustang, but to create a Mustang that looked as authentic as possible, down to the nuts and bolts. Details like period-correct cotton-wrapped wiring and acid-washed areas where spot welding was done at the factory brought this restoration to another level.

During World War II, the American war machine was turning out aircraft so fast that there wasn't time to make sure everything looked perfect; this plane was restored to show that.

The level of authenticity put into Sierra Sue II's restoration has led some to characterize it as the most accurately restored Mustang in the world.

AirCorps Aviation finished Sierra Sue II's restoration in September 2014, but it was too late for Roger Christgau to see the completed project; Doc passed away on October 5, 2012.

The same year that the restoration was completed, Paul Ehlen placed the Mustang on permanent loan to the Wings of the North Museum, which flies the warbird in airshows and special events throughout the upper Midwest.

Sierra Sue II was named Reserve Grand Champion Warbird at EAA AirVenture 2015. More recently, the aircraft led the U.S. Air Force Heritage Flight Foundation Flyover of Superbowl LII on February 4, 2018, flown by renowned warbird pilot and air racer, Steve Hinton of Chino, Calif.

According to Cary Pao, general manager at the Wings of the North Museum, the museum has relied on AirCorps Aviation for over 7 years to restore and maintain Sierra Sue II.

"AirCorps' excellent workmanship and cutting-edge restoration technology has played a vital part in keeping our World War II veteran in tip-top condition and authenticity, just as it was when it rolled off the North American assembly line in 1944," said Pao. "We are proud to have AirCorps Aviation, led by general manager Erik Hokuf, as our long-term industry partner to showcase our flying aircraft and inspire our youth to be prepared for the technology challenges of the future."

Over this past year, AirCorps has also completed an upgrade on the museum's TBM Avenger airframe and restored it back to flying condition. Pao also mentioned ongoing projects: "Wings of the North projects, including an original BT-15 and AT-11 aircraft, will also be restored by AirCorps Aviation as we are able to raise funding.

"When complete, these aircraft will become part of exciting new ground and flight experiences for the community, with hands-on opportunities to taste what it was like to be a World War II pilot or navigator/bombardier training candidate using an authentic Norden Bombsight that was then state-of-the-art.

"Visitors will also see how technology has changed over the years since World War II, but that the fundamental skills

and pioneering spirit of people are what drive our future. We plan to provide these experiences to inspire our youth."

Besides Sierra Sue II, there are several other flying aircraft to see at the Wings of the North Museum:

An airplane that epitomizes Wings of the North's mission to preserve Minnesota's historical place in aviation is the "Bush" Stearman. Bureau Number 3347 is an NS2-1 Navy Stearman documented to have been flown by George H. W. Bush twice in the winter of 1943-44 at Wold Chamberlain Field. Flight training in an open cockpit biplane in Minnesota January weather had to be tough duty!

This Stearman was named "Best Stearman" at EAA AirVenture in 2015.

CR 528 is the third award-winning aircraft at on display at Wings of the North Museum. EAA Warbirds of America named the aircraft "Best T-6" at the EAA AirVenture in 2008.

### Ongoing Projects:

On April 21, 2018, the Wings of the North Museum (WOTN) and the Minnesota Aviation Hall of Fame (MAHOF) held a ribbon-cutting ceremony to commemorate the new home of the MAHOF, featuring plaques of all inductees. Among this year's inductees was Bob Jasperson, WOTN Museum Director.

Also, this year, the Wings of the North Museum launched the Pathfinders Showcase Series beginning in May with a Skies Over Vietnam event. The event was presented in partnership with Twin Cities Public Television and its Minnesota Remembers Vietnam Series. In June, an exclusive Girls Fly Boldly event was held featuring Maj. Heather Penney, who was one of two U.S. Air Force pilots ordered to take down United Flight 93 with their unarmed F-16 Falcons on September 11 2001. Nicole Mitchell, KSTP meteorologist and USAF Reserve "Hurricane Hunter," was also a guest speaker.

While specific dates and times haven't been determined, upcoming Pathfinders Showcase Series events include:

October: Featuring Woody Fountain (1st African American Pilot, Northwest Airlines).

November: Featuring Joe Kilpatrick (Proposed), Inventor of the Honeywell Ring Laser Gyro.

Details on these and other museum happenings are available at <https://www.wotn.org/calendar/>

If you would like to help Wings of the North Museum continue to make its mission a reality, the museum is accepting financial support, equipment donations (copy machines, office equipment, tools, and computers), and postage to aid operations. The museum is also seeking donations of aviation artifacts, such as flyable aircraft of any type, restoration project aircraft, aviation memorabilia (military aviation uniforms, wings, maps, and photographs), and hangar space.

Email Cary Pao at [cpao@wotn.org](mailto:cpao@wotn.org) or call (952) 473-3066 for more information. □

# Ray Fagen Memorial Airshow Helps Spectators Never To Forget The Contributions of the Greatest Generation!



Fagen Fighters B-25 Mitchell Bomber "Paper Doll" amidst pyrotechnics simulating a bombing run.

GRANITE FALLS, MINN. – The Ray Fagen Memorial Airshow, the Greatest Generation Celebration, was held June 16, 2018 at the Lenzen-Roe-Fagen Memorial Airport in Granite Falls, Minnesota – home of Fagen Fighters WWII Museum. Record-setting crowds attended despite the 95-degree heat and high humidity. World War II veterans were honored guests of the event. World War II pilots included Triple Ace C.E."Bud" Anderson; Navy Hellcat Ace Don McPherson; B-17 pilot, Charles "Chuck" Childs; and P-38 pilot, Jim Tyler, who recalled experiences from World War II and took questions from the audience.

The president of EAA Warbirds, Connie Bowlin, helped narrate the program on the ground.

A farm girl from North Carolina, Bowlin grew up with parents who believed in hard work and encouraged her to pursue her dreams, which she did. Introduced to flying while in college, it was not until she met her husband, Ed, that the opportunity to fly became a reality. With Ed as her mentor, offering encouragement and support, Bowlin realized her dream of becoming a pilot while working as a flight attendant. In 1978, Bowlin became the fourth female pilot hired by Delta Air Lines.

Flying warbirds has been Bowlin's passion. She is type rated in the P-51, B-17, and C-47, and the founder of EAA's

"Warbirds In Review," held each year during EAA AirVenture Oshkosh ([www.AviationAutographs.com](http://www.AviationAutographs.com)).

The Bowlins were inducted into the Georgia Aviation Hall of Fame in 2009.

Reenactors, ground vehicles, and World War II battlefield camps were featured at the Fagen airshow. Only War War II-era aircraft were on the field and involved in the airshow.

The show featured the Aeroshell Aerobatic Team flying T-6 trainers, Greg Shelton flying a Boeing Stearman biplane with wingwalker, Ashley Shelton; and Matt Younkin flying a Beech 18.

Guest warbirds included a B-13 from Nebraska, two Corsairs, a TBM Avenger, six T-6s, the P-51 Mustangs "Gunfighter," "Old Crow," and "Petie 2nd," and an L-5 and L-2. The Fagen Fighters warbirds included the B-25 "Paper Doll," P-51 "Sweet Revenge;" P-51 "Twilight Tear;" P-40 "Desert Shark," P-40 "Aleutian Tiger." A Wildcat, BT-13, PT-26 and PT-22 also performed.

Country music legend, Jamey Johnson, entertained the crowd with a concert after the daytime airshow, followed by a night airshow featuring the Aeroshell Aerobatic Team, Greg and Ashley Shelton, and Matt Younkin.

Organizers say that the next airshow will be held in 2021!



Greg and Ashley Shelton.



Fagen Fighters: P-38 "Scat III;" P-51 Mustang "Sweet Revenge;" and P-40 "Aleutian Tiger."



(L/R) WWII Ace and Navy Hellcat pilot, Don McPherson; WWII Triple Ace, C.E. "Bud" Anderson; EAA Warbirds of America President Connie Bowlin; WWII B-17 pilot, Charles "Chuck" Childs; and WWII P-38 pilot, Jim Tyler.



Aeroshell Aerobatic Team

# MIDWEST FLYER

## MAGAZINE

*Serving The Midwest Aviation Community Since 1978*



For additional information contact  
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[www.MidwestFlyer.com](http://www.MidwestFlyer.com)

**MIDWEST FLYER MAGAZINE** is distributed to a 12-state region of the U.S., bi-monthly, six (6) times a year. States covered include Wisconsin, Minnesota, Illinois, Michigan, Indiana, Ohio, Nebraska, Kansas, Missouri, North Dakota, South Dakota and Iowa.

**READERSHIP:** Each issue is distributed to *different* aircraft owners (single-engine piston thru corporate jets) and pilots (Private thru ATP), aircraft technicians, fixed base operators, flight schools, technical colleges, airports and airport officials.

More than 10,000 copies are printed and distributed via mail, at conferences and trade shows, and displayed in pilot lounges throughout the Midwest, resulting in multiple ad impressions.

In addition to the "print" version of the magazine, each issue is posted "online" at [MidwestFlyer.com](http://MidwestFlyer.com), providing advertisers with added exposure at no additional charge!



A Cessna 170 performing a landing with the right combination of brakes and balance.

## **Flying Low & Slow In Alaska... Where Less Is More & Lower Is Better!**

*by Yasmina Platt*

I recently traveled to “The Last Frontier” (yes, you guessed it, Alaska!) for work. When I realized I was scheduled to be in Anchorage only a week after the annual Valdez Fly-In and Air Show (<http://www.valdezflyin.com/>), I booked an earlier flight and requested vacation time. I am so glad I did! The main day of the annual Talkeetna Fly-In (<http://www.abovealaska.com/flyin/>) was the day before my work engagement started as well, so I was able to attend both events and, of course, do a bit of flying while in both places. One cannot visit Alaska without taking to the skies!

Flying means different things to different people. However, aircraft are the lifeblood of Alaska; they are essentially “flying pickup trucks.” They often rotate between having bush wheels, floats, and skis throughout the year. Bush pilots fly in and around the backcountry, in a mostly roadless state, where only aircraft can provide access and bring supplies. They land on different kinds of airstrips, river gravel bars, roads, lakes, mountain tops, and glaciers, among other places.

Attending both fly-ins proved to be completely different experiences. While both offered the fairly typical fly-in events (airshow performances, a poker run, booths, food, etc.), the Valdez short-field take-off and landing (STOL) competition was the original (almost empty weight with minimum fuel and the pilot) demonstration, while the Talkeetna Fly-In was a gross-weight STOL competition, which represents more what bush pilots experience (multiple passengers and/or lots of gear). In addition, Valdez offered presentations, a balloon bust, flour bombing, and a “bonfire on the beach” flight run,

while Talkeetna included a scavenger/treasure hunt and a unicycle race. Ha!

The weather forecast for the weekend in Valdez was calling for a 90-100% chance of snow showers, but thankfully, it did not snow once and the ceilings were pretty good starting early Saturday afternoon. I later learned from the locals that weather forecasts in Alaska are normally wrong and are not to be trusted. It definitely proved that way throughout my time there.

Per STOL competition rules, takeoffs begin from the drawn starting line and judges measure where the main wheels leave the ground and, on landings, mains cannot touch down before the drawn line and distance is measured to where the mains stop. Both distances are combined to add up to a total score. Two runs are scored and the best of the two is entered. The lower, the better! All participants were very impressive to watch; however, only a few can win and set new records.

A beautiful Cons-Vult L-13 flown by Chuck Miller had a 238 score with a 101 ft take-off and a 137 ft landing in Valdez. A Maule 235 flown by Isaac Bedingfield won the Light Touring Class with a 183 score, composed of an 85 ft take-off and a 98 ft landing. The Light Sport Class achieved two new records: an 11 ft take-off and a 9.5 ft landing by Frank Knapp (who ultimately won the class and is seen on takeoff and landing below) and Dan Reynolds, respectively. Yes, those are not typos. My favorite, the Alternate Bush Class, was spearheaded by Toby Ashley with a Carbon Cub. His best run had a 29 ft takeoff and a 76 ft landing. Jacob Williams won the Bush Class (with nothing but Piper PA-18s) performing a 58 ft takeoff and a 78 ft landing. All classes were won by Alaskans, but believe it or not, Florida was well

represented as well.

The phrase “there are old pilots and there are bold pilots, but there are no old, bold pilots” very much applies in Alaska, too. Bush pilots are the rare breed I thought they were, but not the “cowboy pilots” I thought they would be. Total command of the aircraft is an absolute must, and risk mitigation, weighing situations carefully and making smart decisions, is a way of life.

While I did attempt to fly with all “landing gear modes” (big tires, skis, floats, and skids), I was not successful in achieving the skis one because it was too late in the season and the weather did not allow a lot of higher elevation flying. That’s ok; that gives me an excuse to come back at a better time.

As always, all aircraft provided different missions, experiences, vistas, adrenaline, etc., and each requires different skills. And I did get to land on a glacier – with a helicopter! That’s always a highlight for me. Landing on a glacier is just a special treat most places cannot offer. And the views from the helicopter are just like no other... Do I sound bias?

I had a first in this trip – flying a floatplane! I have a single-engine sea (SES) rating; however, I have always flown flying boats, never a floatplane. It was different, and I’ll say it, not as much fun. There is just something about being “in” the water versus “on” the water. Taxiing on the step just was not the same... If I wasn’t biased before, I definitely am now.

And then there were the big, Alaska tires. I have had the privilege of flying in other bush planes in the past, but never in the “home state.” Flying through Denali National Park with one, provided fantastic views (although not of Mount Denali itself due to weather).

At the Talkeetna Fly-In... Kevin Doyle with a 1,695-lb PA-18 Super Cub won, by far, the Certified Bush Class with a 124 ft takeoff and a 105 ft landing. Tom Hudzinski won the Experimental Bush Class with a 1,833 lb. Backcountry Cub and an 86 ft takeoff and 59 ft landing. Shawn Holly took the Certified Mid Class with a 2,132 lb. Cessna 170B and a 248 ft takeoff and a 147 ft landing. And, last but not least, the



A full crowd critiquing and paying attention to every detail during the competition.



The Cub-X specifically built to win STOL competitions.

Certified Heavy Class was championed by Chad Sutdtell and his 2,511 lb. Cessna 180. His best run showcased a 312 ft takeoff and a 251 ft landing.

***So, when are you planning your trip to Alaska?*** It may not be the birthplace of aviation, but certainly the state that has perfected it!

If you are particularly looking for STOL events, the Lower 48 also has some good STOL demonstrations/competitions as well. You may consider attending the ones at EAA AirVenture in Oshkosh, Wisconsin in July, or the 5th Annual Texas STOL Roundup in Hondo, September 28-30. Some of these events showcase obstacles in addition to traditional STOLs.

You can read the trip’s full blog (including quite a few more pictures) at [www.airtrails.weebly.com/alaska](http://www.airtrails.weebly.com/alaska). Don’t settle with just seeing Earth from the ground... It’s much prettier in 3D. Fly safe, fly often! □

# Tecnam... Something For Just About Everyone!

by Nancy Blake

During Sun 'n Fun 2018, I visited the Tecnam Aircraft Company display to say hello to a friend who is an aircraft dealer for a couple of aircraft manufacturers and has just added Tecnam to his line.

Tecnam is an Italian aircraft company founded by two brothers, Luigi and Giovanni Pasquale of Capua, Italy in the early 1950s. The manufacturer had an array of aircraft on display including a Light Sport Aircraft (LSA); single-engine aircraft; a three-door/high-wing aircraft; and a twin-engine aircraft.

The history of Tecnam began with their first aircraft – an LSA called “P48 Astore” that made its debut on April 2, 1951. The “P” in the Astore was named for the founders’ last name, Pasquale; 48 for the year they conceived the initial design; and Astore in honor of the bird of prey that soars in the mountains near Capua, Italy.

Since 1948, Tecnam’s product line has grown to include certified single and twin-engine aircraft, light sport aircraft, and advanced ultralights. Tecnam is the world’s second largest producer of general aviation and light sport aircraft with a global fleet of over 7,000 aircraft and 100 Tecnam Support Centers, including one in Sebring, Florida.

The P Astore LSA is a single-engine, two-place, low-wing metal airplane. It has a Rotax 912ULS2/912s/914 turbo engine. The fuel capacity is 29 U.S. gallons, and the fuel types are either avgas and mogas. Maximum speed is 120 kts. Maximum range is 750 nm.

The P2 Eaglet is a single-engine, two-seat, all-metal, high-wing LSA and is a robust trainer for many categories – sport pilot through commercial pilot certificates. Side visibility, smooth aerodynamic lines, and a low-profile panel help accommodate a wide range of avionics. The fuel capacity is 22.4 gallons and the fuel type is either mogas or avgas. Maximum speed is 120 kts.



P2008

The P2008 LSA is a two seat, high-wing airplane, with a carbon fiber fuselage, metal wings and stabilizer. This combination has resulted in a more fuel efficient and much quieter aircraft. There’s a choice of three engines, two or three-

blade fixed pitch propellers, and the aircraft is fuel efficient at 4.5 gph. The aircraft can burn either avgas or mogas, has a maximum range of 633 nm, and a maximum speed of 120 kts.



P2010

The P2010 is an FAA certified four-seat, three-door airplane with an all-carbon fiber fuselage, and a metal wing and stabilizer that compares to a Cessna 172/182. The P2010 is powered by a Lycoming IO-360-M1A engine or an optional IO-390-C3B6 engine. The fuel capacity is 63.4 gallons. The cabin has a large instrument panel that allows the owner to equip the aircraft with a variety of avionics packages. Propeller options include a fixed pitch propeller and two variable pitch propellers. The plane has a maximum range of 670 nm. Maximum speed ranges between 134 and 146 kts, depending on which engine and propeller is selected.



P2006T

The P2006T is a four-place, twin-engine, all-metal airplane, equipped with two Rotax 912S engines. The aircraft has a two-blade constant speed, full feathering propeller. Fuel consumption is 9 U.S. gph total for both engines. The engines can use mogas or avgas. Range is 742 nm. Maximum cruise speed is 150 kts. NASA has selected the P2006T as the airframe on which it will evaluate the potential of Leading Edge Asynchronous Propeller Technology (LEAPTech), with the aim of developing safer, more energy efficient, and greener general aviation aircraft that operate at a lower cost than most aircraft today.



P2012 Traveller

The P2012 Traveller is an 11-seat, twin-engine aircraft, equipped with Lycoming TEO-540-CIA engines, and two three-blade constant speed propellers. Fuel consumption is 30 U.S. gph total for both engines. The engines can burn 100/130 avgas, 100LL avgas and UL100 gas. Its range is 1,137 nm. Maximum speed is 190 kts@10,000 feet. The Traveller was designed to enter the regional airline market.

Tecnam aircraft all have stylish Italian-inspired interiors that are extremely comfortable. The exterior paint schemes and detailing are crisp and attractive.

My visit to the Tecnam display at Sun 'n Fun piqued my interest enough that I wanted to visit the Tecnam facility in Sebring, Fla. There, I met with Shannon Yeager, the Tecnam Director of U.S. Sales. Shannon is a 12,000-hour pilot who is very enthusiastic about Tecnam. He knows the product line extremely well and test flies many of the aircraft before delivery. All planes are manufactured at the Tecnam factory in Italy. Those sold for U.S. delivery are then shipped in sections to Tecnam in Sebring for final assembly. Shannon gave me a tour of the assembly hangar. About 20 customer airplanes were in various stages of final assembly before delivery to their owners. Planes are only built to fill customer orders and to provide a few demonstration aircraft. None are built for

inventory. From the time a plane is ordered, it takes about 5 months for completion and delivery to a U.S. customer. There is a Tecnam dealer network located in the U.S. The Sebring facility is also a service center and carries a large parts inventory, which is available in the U.S. for service centers across the country.

The first demo flight I flew was in the P2010. It is the equivalent size to a Cessna 172. One main difference is that it has three (3) doors instead of two (2). It also has "picture windows" like the P2008. There is increased visibility from front and back windows compared to other aircraft of a comparable size. The view from the cockpit is expansive. The plane handles very well and is very responsive.

The P2010 is normally Tecnam's biggest seller in the U.S. However, because of some flight school orders, the twin-engine P2006 edged out the P2010 in 2017.

The demo flight in the P2006 was a real treat! Like the P2010, the P2006 has large windows in both the front and rear seats. Passengers literally have a panoramic view outside. The visibility from the cockpit is expansive as well. The P2006 is very comfortable for passengers and easy to enter and exit. It is a very responsive and maneuverable airplane.

There are over 100 Tecnam Support Centers around the globe. For a demonstration flight, contact Tecnam U.S., Inc. at (863) 655-2400 or ([www.tecnam.com/us](http://www.tecnam.com/us)).

*EDITOR'S NOTE:* Nancy Blake is an instrument-rated pilot and aircraft owner, and resides in Sarasota, Florida with her husband Bill Blake, who is also a pilot and the former director of aeronautics for the State of Illinois. The Blakes are originally from Peoria, Illinois.



## Cirrus Vision Jet Receives Collier Trophy

WASHINGTON, D.C. – The National Aeronautic Association (NAA) awarded Cirrus Aircraft the 2017 Robert J. Collier Trophy June 14, 2018 for designing, certifying and entering into service the Vision Jet; the world's first single-engine general aviation personal jet aircraft that advances safety with a whole-airframe parachute system.

The Collier Trophy is awarded annually for the greatest achievement in aeronautics or astronautics in America, with respect to improving the performance, efficiency, and safety of air or space vehicles, the value of which has been thoroughly demonstrated by actual use during the preceding year. At 106 years old, the Collier Trophy represents a timeline of air and space achievements, marking major events in the history of flight ([www.naa.aero](http://www.naa.aero)).

The National Aeronautic Association is a non-profit,



Cirrus Vision Jet

membership organization devoted to fostering America's aerospace leadership and promoting public understanding of the importance of aviation and space flight to the United States. □



The State of Minnesota provides this Technical Bulletin in the interest of Aviation Safety and to Promote Aeronautical Progress in the State and Nation.

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## Multi Modal MnDOT

*by Cassandra Isackson*

*Director, Minnesota DOT Office of Aeronautics*

**D**o you know that the Minnesota Office of Aeronautics is just one part of your very important state transportation organization, MnDOT. The Minnesota Department of Transportation (MnDOT) is made up of a group of offices that handle specific modes of transportation. There is your Office of Aeronautics that handles many parts of Minnesota's aviation, of course. But there are also the MnDOT offices that handle automobiles, bridges, trucks, buses, limo's, and special transportation services, transit, rail, waterways, bicycles, and pedestrian safety.



Cassandra Isackson

I hope you will take the time to check out what MnDOT does and accomplishes for all citizens of the state by going to <https://mn.gov/dot>. In the interim, I'll give you some interesting facts to think about that will hopefully peak your interest and help you learn a little more about the great state of Minnesota.

Facts: Minnesota (as of 2016) had a population of 5.5

million people. There were 6.4 million registered motor vehicles. There are 379 miles of Twin Cities area freeways. There are also approximately 12,000 miles (or 30,585+ lane-miles) of state highways managed by MnDOT.

Minnesota is a great aviation state with more than 16,000 pilots and approximately 6,000 registered aircraft. There are also 135 publicly-owned and operated airports throughout the state. And did you also know there are 4,376 miles of railroad track, along with 222 miles of navigable rivers in Minnesota? Okay, one last cool fact... There are 20,592 bridges throughout Minnesota that are 10 feet long or greater.

So now perhaps you can get a feeling for how important a multi-modal organization like MnDOT really is. We cover the state with an overriding goal to help make all transportation safe, efficient and easy to access throughout our 87 counties. When you drive to the airport to take an overseas trip, or locally just for a pleasure trip, remember, MnDOT is working hard for you no matter what your mode of travel may be.

We look forward to seeing you at one or more of the always-fun air events in the state. If you have an event coming up, please let us know so we can list it on our website and share that information with others (<http://www.dot.state.mn.us/aero/events/flyins-and-events.html>).



## Non-Towered Airport Flight Operations

**P**ilots! Are you aware of a relatively new advisory circular (AC) that applies to aircraft operators operating at or in the vicinity of an airport without a control tower or at an airport with a control tower that operates only part time? It is **AC 90-66B Non-Towered Airport Flight Operations** that was issued March 13, 2018. You can download your own copy of the document at: [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/](https://www.faa.gov/regulations_policies/advisory_circulars/)

According to **AC 90-66B, "PURPOSE OF THIS ADVISORY CIRCULAR (AC)**, this AC calls attention

to regulatory requirements, recommended operations, and communications procedures for operating at an airport without a control tower or an airport with a control tower that operates only part time. It recommends traffic patterns, communications phraseology, and operational procedures for use by aircraft, lighter-than-air aircraft, gliders, parachutes, rotorcraft, and ultralight vehicles. This AC stresses safety as the primary objective in these operations. This AC is related to the right-of-way rules under Title 14 of the Code of Federal Regulations (14 CFR) part 1, § 1.1 (traffic pattern), and part 91, §§ 91.113 and 91.126."

Also, the AC *cancels* AC 90-66A, Recommended Standard Traffic Patterns and Practices for Aeronautical Operations at Airports without Operating Control Towers, dated August 26, 1993; and AC 90-42F, Traffic Advisory Practices at Airports Without Operating Control Towers, dated May 21, 1990. AC 90-66B reflects current procedures and best practices

at airports without operating control towers and includes relevant material from AC 90-42F.

Please take the time today to download and read your personal copy of **AC 90-66B**. It is packed with very relevant information and diagrams. ☐

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## Did you know...

\*The Search and Rescue Satellite Aided Tracking (SARSAT) system uses National Oceanic and Atmospheric Administration (NOAA) satellites in low-earth and geostationary orbits, as well as GPS satellites in medium-earth orbit to detect and locate aviators, mariners, and land-based users in distress. The satellites relay distress signals from emergency beacons to a network of ground stations and ultimately to the U.S. Mission Control Center (USMCC) in Suitland, Maryland.

The USMCC processes the distress signal and alerts the appropriate search and rescue authorities as to who is in distress and, more importantly, where they are located. Truly, SARSAT takes the “search” out of search and rescue!

NOAA-SARSAT is a part of the international Cospas-Sarsat Program to which 41 nations and two independent SAR organizations belong.

\*All of the above is taken directly from the NOAA SARSAT website at: <http://www.sarsat.noaa.gov/>

### And by the way...

Federal law requires that all emergency locator transmitters (ELTs), personal locator beacons (PLBs), and emergency position indicating radio beacons (EPIRBs), be registered with NOAA SARSAT.

Registration is **free** and can be done online or by contacting the NOAA SARSAT Beacon Registration Database at **1-888-212-SAVE** (7283). Registration should also be updated if the aircraft or device is sold or when owner information changes.

### Check this out...

Current NOAA SARSAT statistics:

Number of people rescued in Calendar Year 2017 in the United States: 62

Rescues at sea: 31 people rescued in 9 incidents.

Aviation rescues: 6 people rescued in 2 incidents.

Terrestrial PLB rescues: 25 people rescued in 11 incidents.

United States – 8,385 People Rescued (since 1982)

One more thing...

NOAA SARSAT wants to educate the entire GA community about how to avoid false alerts. They are happy to include training on proper test procedures, as well as what to do if your device is accidentally activated. According to SARSAT, false alerts from accidental activation of 406 MHz ELTs by aircraft operators is a major issue, with more than *8,500 false alerts recorded in 2017*. If a beacon is accidentally activated, the U.S. Air Force Rescue Coordination Center should be contacted at 1-800-851-3051. Officials will need the beacon's ID to cancel the false alert.

Remember, NOAA SARSAT stopped listening for beacons on 121.5 MHz, February 1, 2009. So, if you still have one in your aircraft, you need to know it will **not** be heard by SARSAT. This is a good time to upgrade your equipment and get switched over to the new 406 MHz beacons. And here are a few important facts to help you make the decision to upgrade your equipment right away: The old 121.5 MHz (VHF) beacon produced a signal footprint of from 12-15 nautical miles wide. The 406 MHz beacon produces a more accurate signal footprint of about 1-3 nautical miles.

Did you know that the old 121.5 MHz system's initial position of uncertainty result was a 500 square mile search area on average, whereas the 406 MHz system with a *non-GPS* equipped beacon produces an initial position of uncertainty result of a 25 square mile search area on average. A beacon that is GPS equipped can produce a search area result of less than 100 yards.

For additional information, go to: <http://www.sarsat.noaa.gov/> ☐

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## How To Avoid ADS-B Call Sign Mismatch

**T**his is a detail packed article that every aircraft owner and every pilot should read. This article is one of a number of great articles in the FAA Safety Briefing Magazine, Winter 2017-Spring 2018, edition. The article by Tom Hoffman, Managing Editor, FAA Safety Briefing, with the above title, begins with, “A name or aircraft registration number/call sign is critical to the integrity of the ADS-B Out system and defines who you are in the National Airspace

System.”

I urge you to check it out right away. I am confident many of your questions about ADS-B will be answered and you will fly away with a lot of new and very useful knowledge. To download a free copy of the magazine, go to: [https://www.faa.gov/nextgen/equipadsb/resources/media/ADS-B\\_Equip\\_Now.pdf](https://www.faa.gov/nextgen/equipadsb/resources/media/ADS-B_Equip_Now.pdf) ☐

# Aeronautics Report

Wisconsin Bureau of Aeronautics  
P.O. Box 7914, Madison, WI 53707-7914

David M. Greene, Director  
(608) 266-3351

[www.wisconsindot.gov](http://www.wisconsindot.gov)



## Turf Runways In Wisconsin

by Levi Eastlick

Chief Pilot, Wisconsin Bureau of Aeronautics

As pilots, we all have our preferences, high-wing or low-wing, paper or electronic charts, PT-6 or TPE-331, Blue Angels or Thunderbirds. Similarly, some of us prefer grass over pavement. If that's you, I encourage you to check out our new map depicting all public-use airports with turf runways in the state. **The map can be found on the next page** or an electronic version can be downloaded from our website.



Payzer Airport - Boulder Junction, Wisconsin

Turf runways appeal to many pilots for a variety of reasons. Some may choose turf for the added sense of adventure. There is certainly a level of fun associated with landing off the pavement that provides a sort of back country,

"real flying" connection with aviation's roots (pun intended). Other pilots may prefer the unique landing and takeoff characteristics afforded by turf. For example, when landing an aircraft without brakes or a third wheel, grass can be useful for slowing down. Also, grass is more forgiving than pavement for those who are developing their landing skills.

Whether turf is the practical or fun option, pilots should become familiar with aircraft performance. On grass surfaces, most airplanes won't hit normal takeoff performance numbers out of the Pilot's Operating Handbook (POH) resulting in longer than normal takeoff and climb performance. No matter the airplane type, braking action could be next to null under some circumstances as well, increasing landing distance. Many handbooks offer an estimated increase to the normal performance numbers, but even the best written POH doesn't specify takeoff ground roll in 18 inches of dewy morning grass. So, it pays to be familiar with the airport environment and your airplane!

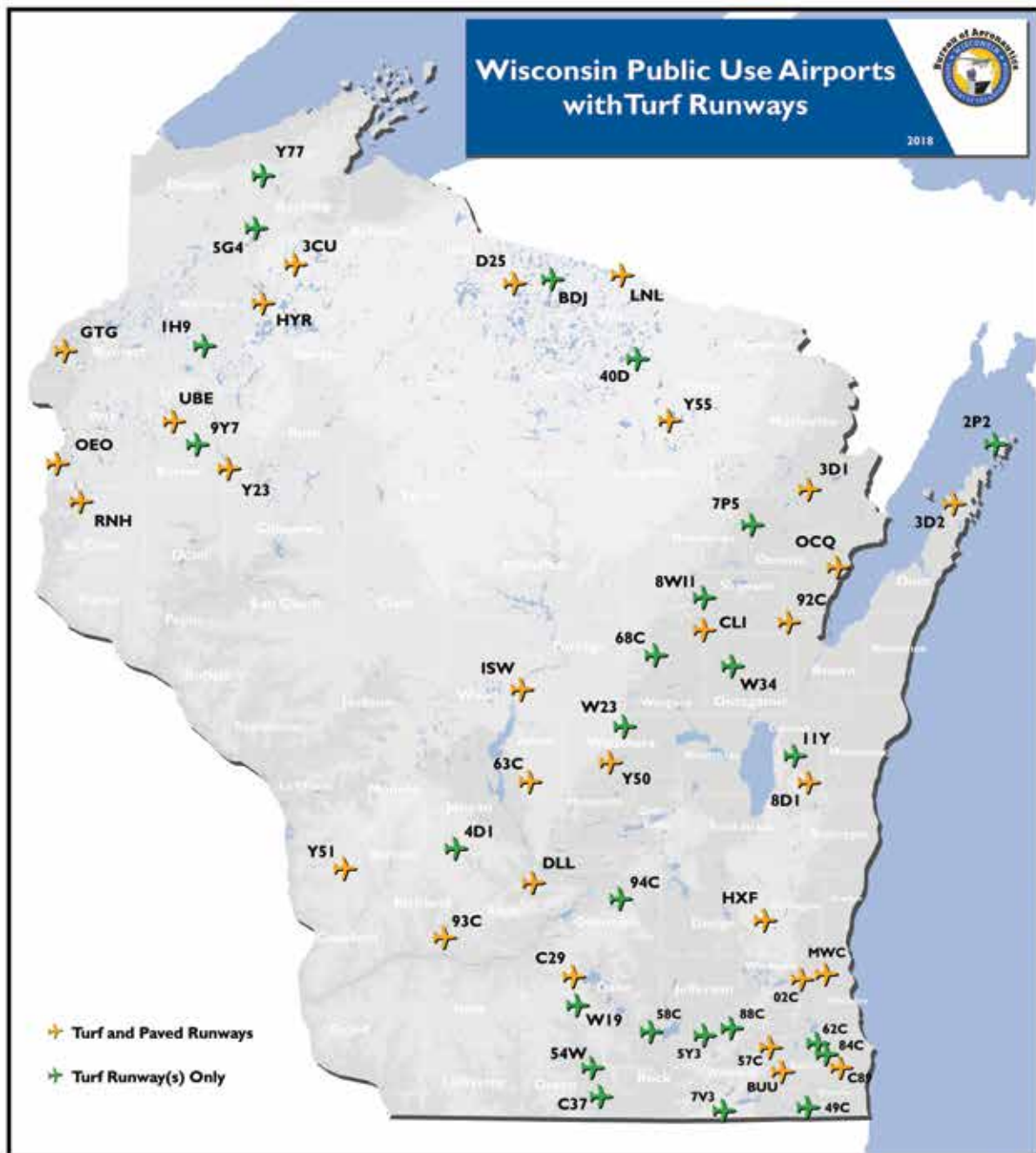
We like to think that we have some of the best turf runways in the country here in Wisconsin, but of course, not all runways are created equal. As always, exercise prudent flight planning to determine if you can fly in and out of an airport safely. Try to pick physical abort points located on or near the runway for both landing and takeoff. Set personal minimums for yourself and yes, length of grass on the runway can be a criterion. We encourage all pilots to become equally comfortable on both grass and pavement. There might come a time when you may not be able to choose the surface you land on.

If you're interested in getting your tires dirty for the first time, we recommend flying with an instructor or another pilot experienced in turf operations. Also, be sure to check out [wisconsindot.gov/AVtraining](http://wisconsindot.gov/AVtraining) for more information related to pilot education programs, safety seminars and airport events. □

## 2018-2019 Wisconsin Aeronautical Chart Now Available!

The 2018-2019 edition of the Wisconsin Aeronautical Chart is now available. The chart, published biannually, alternating with the Wisconsin Airport Directory, is available at your local FBO or pilot supply shop. Single copies of the chart can be requested by calling the Wisconsin Bureau of Aeronautics at (608) 266-3351.





AIRPORT NAME	LOC ID	AIRPORT NAME	LOC ID	AIRPORT NAME	LOC ID
Adams County Legion Field	63C	Crivitz Municipal Airport	3D1	Nest Of Eagles Airport	1H9
Albany Airport	54W	Cumberland Municipal Airport	UBE	New Holstein Municipal Airport	8D1
Alexander Field-South Wood County Airport	ISW	Dillenburg's Field	8W11	New Richmond Regional Airport	RNH
Baraboo-Wisconsin Dells Airport	DLL	East Troy Municipal Airport	57C	Oconto-JD Bake Memorial Airport	OCQ
Barron Municipal Airport	9Y7	Eau Claire Lakes Airport	5G4	Palmyra Municipal Airport	88C
Big Foot Airfield	7V3	Ephraim-Gibraltar Airport	3D2	Piso Airport	7P5
Boulder Junction Airport	BDJ	Flying Feathers	11Y	Richland Airport	93C
Brodhead Airport	C37	Gilbert Field	94C	Sawyer County Airport	HYR
Burlington Municipal Airport	BUU	Grantsburg Municipal Airport	GTG	Shiocton Airport	W34
Cable Union Airport	3CU	Gutzmer's Twin Oaks Airport	5Y3	Sylvania Airport	C89
Camp Lake Airport	49C	Hardford Municipal Airport	HXF	Three Castles Airpark	4D1
Capital Airport	02C	Iron River Airport	Y77	Three Lakes Municipal Airport	40D
Carter Airport	92C	Jana Airport	58C	Valhalla Field	84C
Central County Airport	68C	King's Land O' Lakes Airport	LNL	Verona Air Park	W19
Chetek Municipal - Southworth Airport	Y23	L. O. Simenstad Municipal Airport	OEO	Viroqua Municipal Airport	Y51
Cindy Gundy Memorial Airport	62C	Lawrence J. Timmerman Field	MWC	Washington Island Airport	2P2
Clintonville Municipal Airport	CLI	Manitowish Waters Airport	D25	Wautoma Municipal Airport	Y50
Crandon - Steve Conway Municipal Airport	Y55	Middleton Municipal - Morey Field	C29	Wild Rose Idlewild Airport	W23

This map was created by the Wisconsin Department of Transportation's Bureau of Aeronautics. Any use or reproduction of the information while not prohibited is the sole responsibility of the user. WISDOT expressly disclaims all liability regarding fitness of the use of this information for other than DOT business.

## **Australia's First Maintenance Technician Training For Unmanned Aerial Systems To Be Provided In Partnership With Northland Community & Technical College**



**A**viation Australia of Brisbane, Australia, has partnered with Northland Community & Technical College (NCTC) of Thief River Falls, Minnesota, to provide Australia with its first unmanned aerial systems (UAS) maintenance training program.

Courses are designed to educate and up-skill qualified aircraft mechanics to become UAS maintenance technicians. The course will educate students with a broad understanding of commonly used UAS platforms at a functional level, creating uniquely skilled individuals for jobs of the future.

The training course will be compliant with key international and Australian regulatory requirements, enabling graduates to leave with multiple domestic and international outcomes.

"There has been significant growth in the usage and application of unmanned aerial systems in Australia. There is a clear need for skilled and well-trained maintenance technicians to support this growing industry," said Bill Horrocks, Aviation Australia Chief Executive Officer.

"Aviation Australia is thrilled to be developing this capability with Northland Community & Technical College, which is a leading aerospace training provider in the USA."

The course is a key enabler for the Australian industry to up-skill its aircraft maintenance personnel, supporting the multiple Beyond Visual Line of Sight (BVLOS) commercial and military UAS platforms that are evolving in the country.

The Royal Australian Air Force (RAAF) is expected to be the first international partner to field the MQ-4C Triton, a U.S. Navy maritime surveillance UAS built by Northrop Grumman, and this will require in-country sustainment.

Northrop Grumman made the initial connection between the two world-class training organizations, previously providing NCTC with 14 Bat UAS aircraft and associated equipment for use at their U.S. based campus in Minnesota.

A range of NCTC-owned UAS training assets will be shipped to Aviation Australia's Brisbane campus in late 2018 for use in the practical portion of the first Australian based UAS course.

Aviation Australia is the largest maintenance training organization (MTO) in Australia, holding multiple national and international airworthiness approvals and brings a wealth of knowledge to the review and adaptation of Northland Community & Technical College's training courseware to comply with future Australian regulatory requirements.

Northland Community & Technical College has designed UAS courses to develop the next generation of aerospace technicians. The NCTC-developed UAS maintenance training program is a capstone program designed to up-skill FAA-certified Airframe and Powerplant (A&P) Maintenance Technicians prior to commencing specific type training on UAS platforms. □

## Platz Named CEO of Mead & Hunt

**T**he national architecture-engineering firm, Mead & Hunt, has announced that Andy Platz is the new chief executive officer (CEO) effective July 1, 2018. Platz will continue as President, and former CEO Raj Sheth will continue as Chairman of the Board.

"We have a fantastic team and company, and I am honored to be chosen to lead us through our next chapters," said Platz in a message to employees. "Our industry is constantly changing—new delivery methods, new services, new markets, new technologies and new demands seemingly spring up every minute. Yet despite all this change, our values remain the same and have proven to be the secret to our success."

Mead & Hunt is one of the largest privately-held architecture, engineering, and planning consulting firms in the nation. In the past 24 years, the firm has grown from 130 employees to more than 650. Offices increased from two civil engineering offices in Wisconsin to more than 30 multi-discipline offices across the nation. Revenues increased from \$10 million in 1994 to an expected \$125 million in fiscal year 2018.

Platz joined Mead & Hunt in 1985 as a project engineer in the aviation department. In the ensuing 33 years, he quickly rose through the ranks as project manager, department manager, business unit leader, group leader, president, and now CEO/President. Platz is the sixth person to lead the company in the 118-year history of Mead &

Hunt.

Mead & Hunt provides clients with planning, architecture design, engineering, environmental and construction administration services across a wide variety of market sectors, including transportation (aviation, highways, roads and bridges),



Andy Platz (left) has been named the new chief executive officer (CEO) of Mead & Hunt effective July 1, 2018. Platz will continue as President, and former CEO Raj Sheth (right) will continue as Chairman of the Board.

food and beverage processing, renewable energy, municipal infrastructure, military, telecommunications, cultural resources, and hydropower and water resources. In each of these disciplines, the company has developed unique methodologies and processes to deliver cost-saving solutions that meet clients' needs.

Founded in 1900, the employee-owned (non-ESOP) consulting firm remains strong on ENR's Top 500 design firm list with a national ranking of 139 in 2018. Mead & Hunt made the Zweig Group 2018 Hot Firms Top 100 list for the 15th time in the past 16 years, demonstrating the company's continued fast paced growth. Mead & Hunt was named by CE News as one of the top 10 engineering companies to work for in the nation. □



Wisconsin Aviation Trades Association

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# Dranzik Up To The Challenge of Leading Two Metropolitan Airports

by Harold Mester

**B**rian Dranzik is the newly appointed Milwaukee County Airport Director, responsible for both of Milwaukee County's airports, General Mitchell International Airport (KMKE) and Lawrence J. Timmerman Airport (KMWC) in Milwaukee, Wisconsin. Dranzik was appointed by Milwaukee County Executive Chris Abele late last year.

Dranzik's experience in transportation includes leadership roles in the Milwaukee County Department of Transportation, including several years as the Director of Transportation. He has extensive experience in urban



Brian Dranzik

redeveloping Concourse E (which was recently closed) into a new state-of-the-art facility that has flexible use gates, allowing for both international and domestic arrivals and departures. He also envisions a revamped concession mall area in the main terminal that will provide a stronger "Milwaukee" sense of place. He also talked up the addition of a new fixed base operation, AvFlight, which joins Signature Flight Support in serving general aviation pilots and their passengers visiting the Milwaukee area.

Speaking of general aviation, under Dranzik's leadership, Timmerman Airport recently completed an updated business plan that is helping to guide future activities.

Spring City Aviation became the fixed base operator at Timmerman Airport in 2017, and has made some noticeable improvements, including the addition of a Redbird full-motion flight simulator. Spring City Aviation is also hosting a free monthly pancake breakfast on the second Saturday of every month from 8:00 to 11:00 a.m. The next time you are



General Mitchell International Airport, Milwaukee, Wisconsin.



Spring City Aviation, Lawrence J. Timmerman Airport, Milwaukee, Wisconsin.  
*Dave Weiman Photo*

planning, mass transit planning, highway maintenance, and fleet management.

His new role as Milwaukee County Airport Director is no small task, as more than 7 million passengers are expected to use KMKE this year. Combined, KMKE and KMWC handle an average of 140,000 operations (takeoffs and landings) each year.

"Leading both Mitchell and Timmerman is a great opportunity to really focus on a specific area of transportation that is vitally important to southeastern Wisconsin's economy," Dranzik said in an interview. "Airports are dynamic environments that serve a wide variety of users and provide job opportunities for thousands of area residents. Along with my great team, I'm honored to lead these airports and provide the best travel experience possible."

Dranzik's long-term vision for Mitchell includes

there, enjoy breakfast and check out the newly-remodeled lobby.

Dranzik is especially excited about the pilot contests that Timmerman hosts. The 6th Annual Spot Landing Contest will be held on September 8, 2018 at 10:00 a.m. It's free for all pilots and even includes a free lunch! The 2nd Annual Flour Drop Contest was held in June, with the winning drop landing just 14 feet from the center of the target!

An avid golfer, Dranzik enjoys taking to the fairways in Wisconsin and around the world. He lives in Fox Point, Wisconsin with his wife, two sons, and their dog.

*EDITOR'S NOTE:* Harold Mester is a private pilot and part-owner of a Cessna 172 based at Milwaukee's Timmerman Airport. He is a member of the Milwaukee County Airport staff. □

## Former Controller & Public Relations Specialist To Be Inducted Into The Wisconsin Aviation Hall of Fame

MADISON, WIS. – Don Winkler of Madison, Wisconsin, will be inducted into the Wisconsin Aviation Hall of Fame on October 20, 2018 at ceremonies to be held at the EAA AirVenture Museum in Oshkosh, Wisconsin.

Winkler worked for Wisconsin Aviation, Inc. at Dane County Regional Airport as the company's public relations chair from 1996 to 2014. He remains involved with fundraising for the company's hangar dance and Madison's Honor Flight.

Winkler has worked with the media to promote Wisconsin Aviation, aviation careers and aviation in general by coordinating school tours at Dane County Regional Airport.

As an employee of Wisconsin Aviation, Winkler has also coordinated special appearances of warbirds and aircraft groups flying to EAA AirVenture Oshkosh, and television coverage of EAA AirVenture Oshkosh by KIDTV, a cable television program in Sun Prairie, Wisconsin.



Don Winkler

Prior to joining the staff at Wisconsin Aviation, Winkler was an air traffic controller in the U.S. Air Force from 1951-55, and later with the Civil Aeronautics Administration (CAA) in Madison. For the majority of his career, Winkler was a sales manager at Sears, Roebuck and Company, in Madison. He is a long-time pilot and passionate photojournalist and has been an active member of the Civil Air Patrol beginning in 1971.

The Wisconsin Department of Transportation Bureau of Aeronautics presented Don Winkler with its "Carl E. Guell Aviation Education Award" in 2005 in recognition of his efforts to provide tours for more than 1,000 children at Dane County Regional Airport. Guell, who was a senior staff member with the bureau, founded the Wisconsin Aviation Hall of Fame in 1985. In 2015, Winkler received the Wisconsin Airport Management Association (WAMA) "Lifetime Service Award" for his dedicated service to aviation in Wisconsin. □

## Minnesota Aviation Hall of Fame To Induct Addis, Bradshaw, Frankl, Grace, Kinneberg, Schellinger & Stone

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame has completed its selection process for 2019. The following persons will be inducted at a spring 2019 banquet: Brian Addis – fixed base operator, seaplane pilot and flight instructor, and flight examiner; Lee Bradshaw – airline pilot and airshow performer; Leon Frankl – World War II Navy carrier pilot, entrepreneur, and soldier of fortune, flying for the State of Israel; Richard Grace – this year's aviation pioneer inductee, barnstormer, World War II bomber pilot, and movie crash pilot; Glenn Kinneberg – Flying Farmer, author and aviation promoter; Tom Schellinger – U.S. Air Force pilot, retired Northwest Airlines captain and vice president of NATCO pilot training; Charles Stone – World War II Army

Air Corps pilot, creator of the Lindbergh Jenny display at the former Northwestern National Bank Building, and manager of the Little Falls Lindbergh site and museum.

Also, being honored in 2019 for the "Best Aviation Writing by a Minnesotan" is Jeff Jorgenson for his book "Open Air." Photographer Larry Grace will receive the "Best Aviation Art by a Minnesota Award."

Registration information and the location of the 2019 MAHF spring investiture ceremonies and banquet will be published in a future issue of *Midwest Flyer Magazine*, and posted on the Minnesota Aviation Hall of Fame website: [www.mnaviationhalloffame.org](http://www.mnaviationhalloffame.org). □

### Apollo Gilruth Continuum Award For Academic Excellence Recipients Named For 2018

DULUTH, MINN. – The top Gilruth Continuum aviation science students – Siri Pilate, Gina Udd, Lyvia Lyons, and Ellie Stumme – received the Apollo-Gilruth Continuum Award for academic excellence in the 2018 school year from the Duluth Aviation Institute, Sky Harbor Airport.

The Duluth Aviation Institute supported the 6th grade science teachers with curriculum and classroom kits for the two-month aviation science unit this past school season. The recipients excelled in all curriculum aero-activities, extra credit projects, and in the post-test.

The top 15% of the students who excelled throughout the program were rewarded with the Kundel First Flight Event at Lake Superior College Center for Advance Aviation on May 12th. These top students received a Young Eagles flight at Duluth International Airport.

In collaboration with the school districts, the Duluth Aviation Institute has been bringing aviation into the

classrooms since 2010 and is currently presenting the Gilruth Continuum program at Ordean East, Lincoln Park, and Marshall School in Duluth and Jedlicka Middle School in Proctor. During the 2017-18 school season, classroom science teachers, Sandy Pearson, Peter Froehlingsdorf, Tanya Jackson, Josh Gookins, William Benson, Deb Showalter, and Dave Johnson, presented the Gilruth Continuum aviation science unit to 850 sixth grade students.

Creating partnerships for success, the Duluth Aviation Institute called upon EAA Duluth-Superior Chapter 272 and Lake Superior College Center for Advance Aviation to assist with the EAA Young Eagle flights.

Without financial support, this unique opportunity could not have happened. The Monaco Family Charitable Fund, Perkins Foundation, and Lark O' the Lake Café saw the need and provided substantial financial support to the institute, but additional funds are required to support the institute's vision.

## MATA – Investing In The Future!

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

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

**MATA – The Choice & Voice of Aviation Businesses Since 1945**



Gina Udd  
Lincoln Park Middle School



Lyvia Lyons  
Ordean East Middle School



Siri Pilate  
Ordean East Middle School



Ellie Stumme  
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Persons who share their passion for aviation and STEM education are encouraged to send a donation to: Duluth Aviation Institute, Hangar 10, Sky Harbor Airport, 5000 Minnesota Avenue, Duluth, MN 55802.

The Duluth Aviation Institute's vision is community inspired and enriched by the art and science of aviation. Robert Gilruth, Father of Human Space Flight and child

citizen of Duluth, was inspired in his youth to become an aeronautical engineer resulting in great contributions to the world. As the first director of the Johnson Space Center, Robert Gilruth led the national effort to achieve the objective of "landing man on the moon and bringing them safely back to earth." □

# CALENDAR

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

Go to "Calendar" at [www.MidwestFlyer.com](http://www.MidwestFlyer.com) and post your aviation event.

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

**NOTAM:** Pilots, be sure to call events in advance to confirm dates and for traffic advisories and NOTAMs.

Also, use only current aeronautical charts, etc., for navigation and not calendar listing information.

**MIDWEST FLYER MAGAZINE** IS NOT RESPONSIBLE FOR THE ACCURACY OF, OR RELIANCE ON, ANY INFORMATION PUBLISHED.

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

## AUGUST 2018

- 4 **MENOMONIE (KLUM), Wis.** - Menomonie Airfest & Autorama Fly-In Breakfast. Breakfast 8-11am. Auto & Truck & All Brands of Cycle Show 8am-4pm, Radar Run 11am-12:30pm. Gates open 7am. Aerobatic show 1-3am. (check with airport for closing because of airshow). <http://menomonieairfest.com/>
- 4 **LONGVILLE (KXVG), MINN.** - Pancakes, Juice/Milk/Coffee, Sausage Breakfast: Freewill offering 8am-Noon. Antique auto displays, Fire Trucks, Security by Cass Cty Sheriff Dept, Rides available, Discounted Avgas! Helicopter displays. 402-488-3876
- 5 **RED WING (KRGK), MINN.** - Sturdiwheat Pancake, Little Smokie Sausages, Coffee, Juice & Milk Breakfast 8am-Noon. Classic Cars & aircraft on display. [www.1518.eaachapter.org](http://www.1518.eaachapter.org)
- 9-12 **MINNISKA LODGE, ONTARIO, CANADA** - **Canada Fishing Fly-Out 3-Night/2-Day Trip. FOR RESERVATIONS: Contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.**
- 9-14 **MINNISKA LODGE, ONTARIO, CANADA** - **Canada Fishing Fly-Out 5-Night/4-Day Trip. FOR RESERVATIONS: Contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.**
- 11\* **RICE LAKE (KRPD), Wis.** - Pancake Breakfast & Lunch Food Trucks 7am-3pm. Parachute drop, model airplane flying, Cars etc.
- 12\* **WALKER (Y-49), MINN.** - Buttermilk Pancakes & Sausage & Beverage at Bresley Field 7:30am-12:30pm. [redmustang@juno.com](mailto:redmustang@juno.com)
- 12-15 **MINNISKA LODGE, ONTARIO, CANADA** - **Canada Fishing Fly-Out 3-Night/2-Day Trip. FOR RESERVATIONS: Contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.**
- 14 **PERRY (KPRO), IOWA** - Tuesday Night Grill-Out 5-8pm. [www.walteraviation.com](http://www.walteraviation.com)
- 14 **JUNEAU (KUNU), Wis.** - **Taco Tuesday, 5pm at Wisconsin Aviation, Dodge County Airport.**
- 16 **WATERTOWN (KRYV), Wis.** - **Flying Hamburger Social 5-7pm at Wisconsin Aviation.**
- 17-18 **BEMIDJI, MINN.** - Annual Fly-In at Moberg Airbase - Land MN13, Seaplane Base 96M. 17th - Bonfire, Brat Cookout, Hangar Movie & underwing camping. 18th - All Day Events [www.1397.eaachapter.org/](http://www.1397.eaachapter.org/)
- 18 **GRINNELL (KGGI), IOWA** - Fly Iowa 2018 - Grinnell RAP, the Jewel of the Sky. Breakfast, exhibits, youth activities & air show. Rain dte for air show 19th.
- 19 **LINO LAKES (8Y4), MINN.** - Minnesota Seaplane Pilots Association Pig Roast at Surfside Seaplane Base.
- 19\* **BOYCEVILLE (K3T3), Wis.** - Pancake, Sausage, Apple Sauce, Eggs, Juice, Milk & Coffee Breakfast 7-11am. 218-393-5264.
- 25 **MATTOON (MTO), ILL.** - Air Show '18. A day of family fun. Food vendors, rides, monster trucks and much more!
- 25\* **MONEE (2IL9), ILL.** - Coffee, donuts, lunch, music, face painting, car show, Vintage/Classic/Warbird Aircraft on display at Meadow Creek Airpark. [www.meadowcreekairpark.com](http://www.meadowcreekairpark.com)
- 25-26 **YPSILANTI, MICH.** - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. [runwayTHREE-SIX.com](http://runwayTHREE-SIX.com).
- 25-26\* **PHILADELPHIA (KPHD), OHIO** - Living History Flights Fly-In at Harry Clever Airport 8am-5pm each day. WWII DC-3 passenger plane or

- a WWII B-25 medium range bomber. 330-340-2999.
- 26 **WINDOM (MWM), MINN.** - Windom Eagles Model Airplane Club/ Windom Lions Club Fly-In breakfast. Pancakes and French Toast 8 a.m.-12:30 p.m. at Windom Municipal Airport (MWM 122.9). PICs free. Info: Brian (507) 830-0273.
- 26 **BURLINGTON (BUU), Wis.** - Pancake Breakfast & Lunch on the grill & Open House 8am-1pm.
- 26 **GREENFIELD (GFZ), IOWA** - Breakfast 7:30-11pm. Breakfast includes admission to museum. [www.flyingmuseum.com](http://www.flyingmuseum.com)
- 26 **IOWA CITY (KIOU), IOWA** - Breakfast 7am-Noon.
- 26\* **OWATONNA (KOWA), MINN.** - Breakfast 7am-Noon.
- 28-30 **KANSAS CITY, Mo.** - 4 States Airport Conference at the Marriott Downtown. [www.4statesairportconference.com](http://www.4statesairportconference.com)

## SEPTEMBER 2018

- 1 **GLENCOE (KGYL), MINN.** - Sweet Corn & Bratwurst Fly-In 10am-2pm.
- 1\* **SHELL LAKE (KSSQ), Wis.** - Pancakes, sausage, juice, milk, coffee breakfast. [germywinch52@hotmail.com](mailto:germywinch52@hotmail.com)
- 2 **MONDOVI (WS69), Wis.** - 32nd Annual Log Cabin Airport Fly In. In memory of Owner/Operator Doug Ward 9:00 am-? Lunch at noon, hot dogs, potato salad, fresh sweet corn, beans, refreshments, desserts, lots of camaraderie. Contact: Judie Ohm, S145 Segerstrom Rd, Mondovi, WI 715-287-3377.
- 3 **BELLE PLAINE (TZT), IOWA** - Breakfast 7-10:30am. 319-350-7136.
- 8 **OSCEOLA (KOEO), Wis.** - Wheels & Wings. It is an air show 11am-12:30pm with fly-in breakfast 8-11am, car show & motorcycle show 9-1pm and awesome radar run...all wrapped into one! Pancake breakfast (pilots eat free) and multiple food vendors. Free hat to first 75 pilots. Grounds Open 7am. Radar Run 1pm - begins with all kinds of vehicles and trucks speeding down the runway. Events end at 4pm. For more information, please contact Jeff Meyer, 651 705-6138 or website [wheelswings.com](http://wheelswings.com)
- 8 **COUNCIL BLUFFS (CBF), IOWA** - Breakfast 8-11am. 402-981-4633.
- 8\* **HOLLAND, PARK TOWNSHIP (KHLM), MICH.** - Pancake Breakfast. Youth activities, vintage car display. Warbirds and more. Rain or shine.
- 8 **MADISON (KMSN), Wis.** - **AOPA Rusty Pilots Seminar 9am-Noon at Wisconsin Aviation.**
- 9 **Watertown (KRYV), Wis.** - **Pancake Breakfast & Airport Open House 8am-3pm at Wisconsin Aviation.**
- 9 **NEW ULM (KULM), MINN.** - Breakfast 7am-12:30pm. 612-501-2719.
- 14-15 **SANTA FE, N.M.** - **AOPA Regional Fly-In. [www.aopa.org](http://www.aopa.org)**
- 15 **CHARITON (CNC), IOWA** - Breakfast 8-11am. 641-203-0529.
- 15-16 **OWENSBORO, Ky.** - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. [runwayTHREE-SIX.com](http://runwayTHREE-SIX.com).
- 10-15 **DULLES, VA.** - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. [runwayTHREE-SIX.com](http://runwayTHREE-SIX.com).
- 15\* **OSHKOSH (KOSH), Wis.** - Pancake, sausage, scrambled eggs, milk, juice, coffee breakfast at the Wittman Airport Terminal. [EAA252@gmail.com](mailto:EAA252@gmail.com) <http://www.252.eaachapter.org>
- 15\* **COLUMBUS (K67), KAN.** - Breakfast & Lunch starting around 8am.
- 18 **BOONE (BNW), IOWA** - Potluck & Movie Night 6-9pm. [www.farnhamaviation.com](http://www.farnhamaviation.com)
- 20 **Watertown (KRYV), Wis.** - **Flying Hamburger Social 5-7pm at**

### Wisconsin Aviation.

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

- 22\* **Rock Falls (KSQI), MINN.** - Annual Aviation Career Day & Fly-In 10am-3pm. **OPEN TO ALL AGES.**

[www.whitesidecountyairport.org/careerday](http://www.whitesidecountyairport.org/careerday)

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

### OCTOBER 2018

- 5-6 **CARBONDALE, ILL.** - AOPA Regional Fly-In. [www.aopa.org](http://www.aopa.org)

- 7 **CARBONDALE, ILL.** - Avidyne 8-Hour Mastery Training, following AOPA Great Lakes Regional Fly-In: [www.AvidyneTraining.com](http://www.AvidyneTraining.com). 800-284-3963.

- 13-14 **ROME, GA.** - Quick Silver P-51 Airshows with pilot Scott "Scooter"

Yoak performing. [runwayTHREE-SIX.com](http://runwayTHREE-SIX.com).

- 16-18 **ORLANDO, FLA.** - 2018 National Business Aviation Association (NBAA) Business Aviation Convention & Exhibition. [www.nbaa.org](http://www.nbaa.org)

- 26-27 **GULF SHORES, ALA.** - AOPA Regional Fly-In. [www.aopa.org](http://www.aopa.org)  
**NOVEMBER 2018**

- 3-4 **STUART, FLA.** - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. [runwayTHREE-SIX.com](http://runwayTHREE-SIX.com).

- 10-11 **MONROE, N.C.** - Quick Silver P-51 Airshows with pilot Scott "Scooter" Yoak performing. [runwayTHREE-SIX.com](http://runwayTHREE-SIX.com).

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## LET'S FLY & DINE

### Holman's Table Offers Dining With A Runway View



The old terminal building at St. Paul Downtown Airport - Holman Field (KSTP) was built in 1939, and added to the National Register of Historic Places in 1991. During World War II, Northwest Airlines employed up to 5,000 people at the airport, modifying new B-24 Liberator bombers.

*Dave Weiman Photo*

ST. PAUL, MINN. – "Holman's Table" opened recently in the historic terminal building at St. Paul Downtown Airport (KSTP), marking the first time the airport has had a restaurant on site since 1997, and the only general aviation

airport restaurant in the Twin Cities. The restaurant was named for Charles W. "Speed" Holman, a local aviation hero from the early days of aviation.

**CONTINUED ON PAGE 62**

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Looking outside from the spacious dining room and bar of "Holman's Table," St. Paul Downtown Airport (KSTP). This is the first time the airport has had a restaurant onsite since 1997, and is the only general aviation airport restaurant in the Twin Cities. *Dave Weiman Photo*

building back to life with modern finishes and textures that complement the restored terrazzo floors, Kasota limestone walls and brass railings—the perfect setting for a unique dining experience.



Troy Reding, co-owner of Ally Hospitality, which operates Holman's Table, says the 90-seat restaurant offers breakfast, lunch and dinner, and takes its inspiration from worldly dining hot spots.

The menu was designed to showcase fresh ingredients, refined techniques and bold flavors. Diners can choose their level of adventure, with dishes ranging from wild boar poutine and seared duck ragout, to an iconic burger or organic farro salad. The drink menu shares this inspiration, featuring a draft line exclusively composed of Minnesota brews, alongside ingenious craft cocktails and an extensive wine list.

For customers on the fly, a full-service coffee bar in the

Located just southeast of downtown St. Paul, the terminal building was built in 1939 as a Works Progress Administration (WPA) project. A recent renovation brought the castle-like

lobby will eventually offer grab-and-go food options, like a spirulina breakfast jar and browned butter cinnamon rolls from the in-house pastry chef. The restaurant also offers catering services, which is helpful to charter and corporate flights

especially, private event space, a conference room and a river



Holman Field was named in memory of Charles W. "Speed" Holman, who was a stunt pilot, barnstormer, wingwalker, parachutist, airmail pilot, and the first pilot hired by Northwest Airways in 1926. In 1928, Holman set a world record of 1,433 consecutive loops in an airplane in five hours over the St. Paul airport. He died in an accident during an airshow in Omaha, Nebraska in 1931 at the age of 32.



walk, all with convenient, free parking!

During the warmer months, the restaurant opens its doors to a patio that overlooks the airport, with the Mississippi River bluffs as a backdrop.

Pilots flying to Holman's Table can park on the ramp outside the terminal building, come through the gate and walk inside, then turn right. For local pilots, Holman's Table is located at 644 Bayfield Street off of Plato Boulevard in St. Paul. The restaurant is open from 7:00 a.m. to 10:00 p.m., Monday through Friday, and 9:00 a.m. to 10:00 p.m., Saturday and Sunday.

The Metropolitan Airports Commission (MAC) owns and operates St. Paul Downtown Airport, along with five other general aviation airports and Minneapolis-St. Paul International Airport (MSP).

Recent work near the airport's terminal includes expanded vehicle parking and a paved route to the stairs leading down to the historic seaplane base on the Mississippi River.

The airport has more than 40,000 general aviation operations each year.

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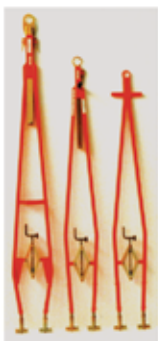
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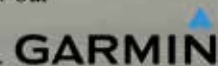
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