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Back in the left seat

When we first started the Rusty Pilots program a couple of years back, we weren't sure who would show up. As it turns out, more than 6,500 people have come to 187 Rusty Pilots seminars all around the country.

I'd like to introduce you to one of those people.

William Buchanan started flying in 1995 and over the next five years logged 150 hours and earned a multiengine rating. But then life got in the way and he stepped out of the cockpit—for 15 years. Sound familiar?

That's when he heard about a Rusty Pilot's seminar being offered not too far from his home airport in Washington and decided he had nothing to lose.

Turns out, the three-hour seminar was exactly what he needed to rekindle his passion for flying.

By participating in the seminar, William earned a signoff for the ground portion of the flight review, but it took him five months to gather documentation on some minor surgeries before he could get his medical. Instead of giving up, he used the time to keep refreshing his knowledge and make plans to buy an airplane.

He found a Cessna 170A that he liked and used the AOPA Aviation Finance Company to get a flexible loan and buy it.

Today, less than a year after taking a Rusty Pilots seminar, William has a shiny new tailwheel endorsement, some 34 hours of fresh instruction in his logbook, and an airplane he's already busy modifying for backcountry operations.

Of course not everyone who takes a Rusty Pilots seminar immediately buys an airplane. But more than 25% of the lapsed pilots who've attended a seminar report that they're back to active flying status.

Rusty Pilots seminars are scheduled all over the country. We host them at all the AOPA Fly-Ins as well as Sun 'N Fun and Air Venture. In addition to those, 69 seminars have already been scheduled for 2016, and more are being added every week.

If you're a lapsed pilot, why not join us for a Rusty Pilots seminar—you can find the schedule on AOPA.org. You've got nothing to lose, and who knows what you might gain?



Mark R. Baker
President & CEO, AOPA



ON THE COVER: A floatplane is one way to get to Miminiska Lodge, Ontario. The other way is to land your airplane with wheels at their private airstrip. Located 196 nm north of Thunder Bay, Ontario, Miminiska Lodge is only accessible by air. Read about the upcoming trips at special group rates on **page 57**.

For additional information email info@MidwestFlyer.com

Dave Weiman Photo

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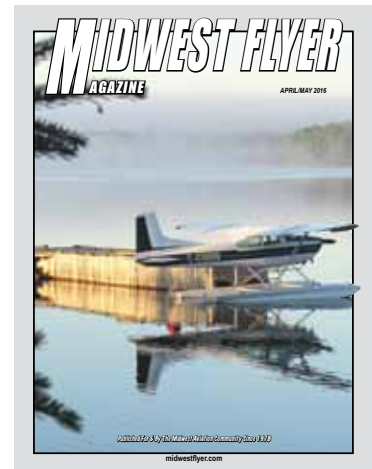
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FAA Proposes New Rule That Could Make Aircraft & Equipment Certification More Streamlined & Cost-Effective!

by Dave Weiman

We are pleased that on March 2, 2016, the FAA proposed a rulemaking directed by the Small Airplane Revitalization Act of 2013, which would replace today's highly prescriptive design requirements with performance- and risk-based standards for aircraft certification under Part 23. This would be a shift to standards that maintain safety, while making it easier and more affordable to bring innovative technology into general aviation aircraft.

While the Notice of Proposed Rulemaking (NPRM) focuses on design and certification of new aircraft, changes are still needed to make it easier and more affordable for the owners of legacy aircraft to put modern safety equipment in their airplanes, but the NPRM is a step in the right direction.

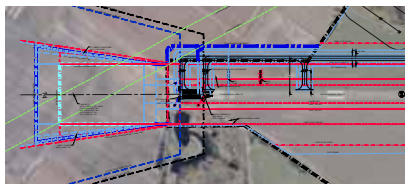


So hopefully someday soon, the owners of certified aircraft will be able to enjoy the benefits of more technologically advanced equipment which the owners of experimental aircraft have been enjoying for years, and at a fraction of the cost they have been paying for equipment certified under current standards.

As AOPA President & CEO Mark Baker said, "One size does not fit all when it comes to aircraft equipment. With the GA fleet aging and just over 1,000 new piston-powered GA aircraft delivered each year, we must make it easier to upgrade legacy aircraft with a wide range of innovative safety technology."

As soon as the NPRM is released, it will be imperative that you respond quickly with meaningful comments in support of the proposed rule, so the Obama Administration can issue a final rule.

Watch for special announcements in the "News Briefs" section on the homepage at www.MidwestFlyer.com, and from AOPA. □



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March 1	April - May
May 1	June - July
July 1	August - September
September 1	October - November

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Ask Pete!

by Pete Schoeninger



Pete Schoeninger

Q: I have been thinking of buying a Cessna 185 as an investment and just storing it for 10-15 years thinking they are out of production, and are a popular airplane in the "outback," and therefore could appreciate in value quite a bit. Would you do that?

A: No. Who knows what airplane values will do in the future, but there doesn't seem to be a lot of appreciation left for older, out-of-production airplanes. I do have a friend who bought a C-185 many years ago for about \$30,000 and recently sold it for \$90,000. It is unusual for an airplane to triple in value over time, but he got lucky. Even so, I would estimate his expenses – besides normal operating expenses – were as follows: hangar rent for many years @ \$2,500 a year; engine overhaul, \$28,000; insurance, perhaps \$1,500 per year; a minor upgrade in radios, \$15,000; etc. So he had a total of more than \$90,000 in it when he sold it, but he got a lot of great use out of it, and it was worth more than a used car of the same vintage. Airplanes are built to FLY, not sit.

Q: At EAA AirVenture Oshkosh this year, I saw many innovations, but much was being directed toward experimental aircraft owners and not those of us who own certified aircraft. Why don't more manufacturers of this "gee whiz" equipment, such as autopilots, manufacture for certified aircraft?

A: Your observation is correct. The massive cost of certifying equipment for a relatively small sale volume is cost prohibitive. Unfortunately, this results in certified

airplanes flying around with decades old engines, avionics and electronics, which does nothing to advance the industry and safety. Let's hope that our national aviation organizations – through our support – can convince the Federal Aviation Administration to allow some of these innovations to be installed on certified aircraft in the future.

Q: I am moving from Kentucky to Minnesota (job transfer) in November. The engine in my Mooney is nearing overhaul, and I plan to have that done next summer. Last week, I stopped by the airport I will be relocating my aircraft to, and was told by local pilots to make sure I install an engine heater at overhaul. In the interim, someone suggested using two 100-watt trouble lights under the engine oil tank, and a blanket over the cowling. Is that ever done?

A: DO NOT put lights in your cowling under your engine oil tank. There is a risk of fire with a drop of fuel or oil falling onto a very hot bulb. Ask your aircraft technician if he has a forced air preheater that could heat your engine just before start up for a modest fee. This was the preferred method before electric engine heaters became popular 25 years ago. Better yet, see if the local fixed base operator has space in a heated hangar for rent, or can put your aircraft in the heated hangar the night before you fly. You will never regret installing that engine preheater next summer.

EDITOR'S NOTE: Pete Schoeninger is an aviation consultant and aircraft appraiser who lives in Wisconsin. He is an experienced fixed base operator, aircraft salesman and airport manager. Email your questions about all things aviation to: **Pete.Harriet@gmail.com**. For assistance with aircraft appraisals or fixed base operator and airport management consultation, call **262-533-3056**. Any answers provided in this column are the opinion of the author and not necessarily this publication, or its editor, publisher, owners and affiliates. □

Paulisms by Paul Poberezny

(September 14, 1921 – August 22, 2013)

Paul H. Poberezny founded the Experimental Aircraft Association (EAA) in 1953 and spent a significant part of his life promoting aviation and fighting for the freedom to fly. Paul was an aviator and aircraft designer, but more than that, he was a leader.



With the permission of EAA and the Poberezny family, we are proud to present to you one of many "Paulisms" – actual quotations from Paul that embody his beliefs, his legacy, and his impact on EAA and its members. We hope you enjoy them in remembrance of this great man, and take his comments to heart.

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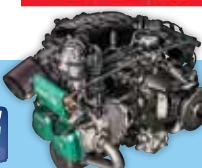
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Aircraft Insurance Coverage: Will You Have It When You Need It?

by Gregory J. Reigel

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Most aircraft owners have aircraft insurance, covering hull and liability.

In some instances, state law requires the purchase of insurance. In most other cases, aircraft owners purchase the insurance to protect themselves in the event of an accident or other loss arising from aircraft operations. When you purchase an aviation insurance policy, you expect that the policy will provide coverage when you need it. However, that isn't always the case.

In some situations an insured may find that coverage is denied for an accident or loss. Since each insurance policy is unique and contains a multitude of exclusions, declarations and conditions, you need to be aware of certain exclusions and breaches of policy provisions that may affect the coverage you thought you had for an aircraft accident or loss.



Greg Reigel

Exclusions & Breaches of Policy Provisions

All aircraft insurance policies contain "exclusions." Exclusions define circumstances in which the insurance company (insurer) will not provide coverage for operation of an aircraft. An aircraft insurance policy usually includes both "specific" and "general" exclusions.

Specific exclusions arise when you assume additional liability (e.g. you sign a contract that indemnifies or holds someone else harmless for damage they cause), damage occurs to your own property or injury occurs to members of your family. The policy may also specifically exclude coverage for your own medical expenses or for your operation of an aircraft that you do not own.

General exclusions can result in denial of coverage regardless of whether the exclusion directly caused a particular claim. These types of exclusions may preclude coverage for operation of your aircraft in commercial operations (as defined by the insurance policy, not necessarily the FAA or IRS),

or if you use your aircraft to commit unlawful acts. Coverage may also be excluded under general exclusions that preclude recovery for damage caused by war or terrorism, or when a pilot who is not named as an insured on the policy and who does not meet the open pilot qualifications, operates your aircraft and a loss results.

Aircraft insurance policies also have requirements, conditions and provisions with which you, the insured, must comply in order for the policy to provide coverage. These requirements often mandate the condition of the aircraft (e.g. airworthiness), qualifications and currency of the pilot and accuracy of the information provided by the insured to the insurance company.

If an accident or loss occurs, and a policy's exclusion applies or a policy provision has been breached, the insurance company may have the right to deny coverage. In that situation, you could find that you are uninsured. But, you may ask, *"What if the exclusion or breach of a policy provision is unrelated to or had nothing to do with the accident or loss, will coverage still be denied?"*

The answer to that question will depend upon the state law applicable to the case. In some states (Florida, Hawaii, Illinois, Iowa, Mississippi, Montana, South Carolina, Texas and Washington) an insurer cannot deny coverage unless the exclusion or breach was causally related to the accident or loss. In other states (Alaska, Arizona, California, Colorado, Georgia, Kansas, Kentucky, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, Nevada, New Mexico, New York, North Carolina, Oregon, Pennsylvania, Tennessee and Virginia) a causal connection between the policy's exclusion or policy breach, and the accident or loss, is not required for the insurance company to deny coverage. Some states have not decided the issue one-way or the other.





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- Aviation Issues Panel Discussion
- Certification of Plans & Specifications: How they affect the AIP approval process
- Mission Driven: The Oshkosh Way
- Airport Lighting: Energy Saving Opportunities, Now & In Future
- What Pilot Shortages Mean To Industry
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Examples Where Coverage Has Been Denied

Pilot Provisions. Most, if not all, aircraft insurance policies have provisions relating to the pilot(s) who will be operating the aircraft. These provisions typically require that the pilot have a current and valid medical certificate and that the pilot be in compliance with all recency of flight regulations. Insurers have denied coverage based upon breaches of these provisions when the pilot did not have a current or valid medical certificate or when the pilot did not have a current flight review endorsement. Coverage has also been denied when the pilot did not meet recency of experience requirements for VFR, IFR, day, night or passenger carrying flights.

Airworthiness Certificate. Aircraft liability insurance policies require that the insured aircraft be in an airworthy condition when it is being operated. Coverage has been denied when the

insured aircraft was not in an airworthy condition because it had not received an annual inspection within the preceding 12 months, or it had not received other required inspections, such as VOR, pitot-static and altimeter checks. An aircraft owner's failure to replace an ELT battery or perform required maintenance have also rendered aircraft un-airworthy and those failures have jeopardized insurance coverage.

Conclusion

If you live in a state that does not require a causal connection between an exclusion or policy breach, you need to make sure you comply with all of the provisions and requirements contained in your policy. Failure to comply could very well result in a denial of coverage if you are ever involved in an accident or loss.

If you live in a state in which a causal connection is required between a policy's exclusion or policy

breach and an accident or loss, the insurance company will have the burden of proving the existence of a causal connection. That may or may not be easy, depending upon the circumstances.

In either case, you would be fighting for coverage. In the aftermath of an accident or loss, a fight over coverage is the last thing you should have to do. To avoid these situations and to ensure that you will have coverage when you need it, you need to be aware of and comply with the requirements and conditions of your aviation insurance policy. Then you can enjoy the security of the aviation insurance policy for which you are paying your premiums.

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. □

AVIATION INSURANCE

Flight or Fight?

by Jeff Rasmussen, President
Aero Insurance, Inc.

Are you covered by your insurance company if you fly your airplane when it is out of annual or something is broken and inoperable? Have you found that low-time, loaded dream airplane that has been sitting in a hangar for 3 years or more and is out of annual?



Jeff Rasmussen

of airworthy according to the Federal

Recently we had clients ask these questions. Are they covered if they fly their aircraft? Well, that depends. It depends on what the language of your insurance policy says, as well as if it meets the definition

Aviation Regulations (FARs).

All insurance companies expect the aircraft that they are insuring to be airworthy and that the pilot operating it to be current. They ensure this by policy conditions and exclusions in the policy, such as a named pilot schedule and policy definitions. Some aviation insurance companies automatically cover situations like this by removing the exclusion language that the aircraft must have a standard airworthiness certificate. Other carriers will only provide coverage if a special flight permit (i.e. ferry permit) has been obtained by the owner from the FAA.

While most of the language is similar in the various aviation insurance policies, each one is unique and has differences. The best thing to do if you are in doubt is to call your agent and get clarification – **in writing** – of what you need to do to make sure that you are protected. Often it is merely a note in the file, but it can include an additional premium charge from some companies. For a new aircraft



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acquisition, the underwriter may or may not be willing to insure the aircraft, depending on the situation.

Is the airplane airworthy? The definition from your insurance company may differ from that of the Federal Aviation Administration (FAA).

What does the Federal Aviation Regulations (FARs) say about airworthiness? Part 91 describes non-commercial airplane requirements, and Part 91.205 describes what is needed for operable equipment based on the aircraft category and whether VFR/IFR. There may be additional equipment requirements that are noted in the "limitations" section of the pilot's operating handbook (POH) for the make and model of airplane, that needs to be installed and working for the airplane to be considered "airworthy."

What if the aircraft is not airworthy or out of annual?

The FAA may issue a Special Flight Permit, commonly called a "ferry

permit," for an aircraft that does not meet airworthiness requirements, but is capable of safe flight.

From the FAA's website, "A special flight permit may be issued for an aircraft that may not currently meet applicable airworthiness requirements, but is capable of safe flight, for the following purposes:

- Flying aircraft to a point for repairs, alterations, maintenance, or storage (i.e. ferrying an aircraft from point A to point B).
 - Delivering new aircraft to the base of a purchaser or to a storage point.
 - Conducting production flight tests.
 - Evacuating an aircraft from impending danger.
 - Conducting customer demonstration flights in new production aircraft that have passed or completed production flight tests.
 - Excess weight operations.
- The special flight permit does

not authorize flight over a country other than the United States without permission of that country."

Your aircraft technician can assist with obtaining a special flight permit from the local FAA Flight Standards District Office (FSDO). It typically will contain particular details about the ferry flight, such as route, whether it will be flown VFR or IFR, and the name of the pilot in command. The underwriter will often want to see a copy of the special flight permit to approve the flight as covered.

In conclusion, you can usually obtain permission for a flight by working with your insurance company, but always check first to make sure you are covered and legal to fly.

EDITOR'S NOTE: Jeff Rasmussen is president of Aero Insurance, Inc. with headquarters in Madison, Wisconsin. Email questions to jrasmussen@aero-ins.com, or call him at 1-800-210-8242 (www.aero-ins.com). □

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Maybe No George Is Flying The Airplane.... Stratux, Cheap ADS-B In... Skyguard TWX Update... Pilot's Altitude Review

by Michael J. "Mick" Kaufman



Michael Kaufman

In the February/March 2016 issue of *Midwest Flyer Magazine*, my column entitled "**Which George is steering the**

airplane" landed me several emails and phone calls, so I will respond to some of this feedback in this issue. Also, our topic of the "homemade" ADS-B receiver I built has been well received by pilots wishing to save hundreds of dollars over manufactured receivers,

so we have an update on that system, as well. In addition, I spoke with Don Houtz of Skyguard TWX, and have more information to share on that portable ADS-B transceiver (in and out), which has been approved for use in "experimental" and "light sport aircraft," but not yet for "certified" aircraft. In a recent FAA ruling on ADS-B out units, some changes were made in the rules to allow non-TSO'd ADS-B transceivers to be used in experimental and light sport aircraft, providing they meet certain performance minimums and installation criteria.

One of our readers, Dan Vogt of Omaha, Neb., has asked about

the firmware update on the Garmin 430/530 boxes that I mentioned in the last issue. To clarify, I first want to mention that this firmware update was done many years ago, and if your radios have seen a radio shop for any reason, the technician has probably done this update. This update will only affect non-RNAV/GPS approaches.

With the advent of GPS "roll-steering" (GPSS), pilots liked it so much that they chose to fly it, rather than the analogue (localizer) signal that the FAA intended to be flown.

For example, on a localizer approach, the GPS side of the Garmin 430/530s provided a localizer signal, as well as a GPS signal for the entire portion of the localizer approach before the update. Seeing GPS/roll steering did a better job of maintaining the course than did the analogue "approach mode" of the autopilot, pilots decided to use the GPS information for guidance, rather than the localizer that the FAA had intended, afterall, this is a "localizer approach" and not a GPS approach. From time to time manufacturers, such as Garmin, make changes to their units when there appears to be a problem; in this case pressure from the FAA to keep pilots flying the localizer signal on a localizer approach. As I pointed out to Dan, it makes no difference as to which autopilot or GPSS unit is in the airplane...this is strictly a Garmin 430/530 issue.

If you have this update on your 430/530, it only affects non-GPS approaches and does so by shutting off all GPS navigation from the Final Approach Fix (FAF) to the Missed Approach Point (MAP). On the Icarus GPSS unit, with the optional voice turned on, it will announce "GPSS disengaged," and on other units like the DAK and S-TEC GPSS units, the light on the engaged button will flash. If we as pilots fail to switch to the approach

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mode on our autopilot, “No George” is flying the airplane. Once the airplane has passed the Missed Approach Point, the Icarus GPSS unit will announce “GPSS engaged” and the DAK and other similar units will stop flashing and return to a solid “on” light.

If your aircraft has not seen your radio shop and received this update, I still encourage you to follow the FAA procedure of flying a localizer approach using the localizer and not the GPS signal.

The next time you are doing a proficiency flight, and if you have this type of equipment, try a localizer approach and note the results to see what firmware you have. I don’t recall the update version, so please drop me an email and we will sort it out in a future column.

A side note for those with the Icarus GPSS (my favorite GPSS unit), keep that voice enunciator turned on....it is a great assistant and could keep you from an accident, as many



FIG 1

of us would not have caught a flashing light in our field of vision.

Next, I have heard that several of our readers have built the “homemade” ADS-B receiver (my column, February/March 2016 issue, *Midwest Flyer Magazine*) with great results. Jeff Lane of Milwaukee, Wis., and Jim Guneisen of Palo Alto, Calif., have built the units successfully. Roger Shadick of Eagle River, Wis., was contemplating building a unit, but really wanted an AHARS in his unit. Jim had sent me a screen shot from his Foreflight program on his iPad showing a weather and traffic display he received on the ground from his unit (FIG-1). Most of the ground-based Universal Access Transceiver (UAT) ADS-B stations are co-located on cell towers. You may be fortunate enough to get a signal on the

ground as Jim did, as the average distance is 4 to 5 miles based on terrain for a signal on that frequency.

Mark Phillips of EAA Chapter 551 in St. Cloud,



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Minnesota, will be building these receivers, and there is now an AHARS option available for an additional \$40.00, which will be great news for Roger. More great news on the ADS-B box is that Wing X Pro 7 version 8.6.3 is now providing support for this ADS-B receiver or "Stratus" in their software, as well as AHARS support.

As the deadline for ADS-B out compliance is getting closer, it may seem hard to believe we have been working on this project for more than 5 years now. In a recent quote I received to equip my V-tail Bonanza, the numbers came in at \$7,361.10 to bring my aircraft to compliance with a TSO'd ADS-B in and out unit. This price may seem high to those who have not gotten a recent quote, but it is very much in line with other quotes I have seen. It is important to remember that I do not have a transponder that is

upgradable, like the Garmin 330, which can be ADS-B out upgraded for around \$2,000.

In the June/July 2013 issue of *Midwest Flyer Magazine*, I wrote an article on the evaluation of the Skyguard TWX ADS-B in/out transceiver, and again mentioned it in the last issue. I had since had the chance to speak with Don Houtz of Skyguard again and got an update.

For years pilots had been learning about altimeters and how they work and the errors associated with them and now we have another; "GPS altitude," to add to our aviation vocabulary. As a quick review, we have heard many of these terms: *pressure altitude, **true altitude, ***absolute altitude, ****indicated altitude, *****density altitude and now *****GPS altitude (see notes below). Your instructor may have used this phrase in one of your ground school classes: "When going from high to low, look out below," which applies to flying from an area of high pressure to low pressure and also high temperature to low temperature. So now we have GPS altitude and with WAAS it may seem to be the best way to go as it has proved to be quite accurate.

When I tested the Skyguard TWX three years ago, it used a GPS to broadcast its altitude, which was not in sync with the other units that were transmitting pressure altitude, and even though close most of the time, the FAA would not buy into it. The new Skyguard TWX has added another receiver that intercepts the pressure altitude provided by the aircraft's encoder and is then transmitted by your current 1090 mode C transponder to provide the pressure altitude for the ADS-B out altitude. In the FAA's ADS-B rules, it makes note that if you choose to transmit your ADS-B out on 978 MHZ, referred to as UAT (Universal Access Transceiver), you must keep your old mode C transponder. The reason is that the government, the airlines and many general aviation aircraft have invested a fortune in Traffic Collision Avoidance

Systems (TCAS), and it would make that system useless, as it only sees 1090 transponders. This is all covered in Advisory Circular 20-165A, as well as TSO-C154c and TSO-C166b for current certification and installation standards for ADS-B out. After speaking with Don, he informed me that the FAA ruling now allows the Skyguard TWX to be permanently installed in experimental and light sport aircraft providing the light sport aircraft manufacturer provides a letter authorizing this installation. I am hoping that we see some relief for owners of certified aircraft in the future, as well.

Spring flying is just around the corner and that means thunderstorms.

Fly safe!!!!

Notations:

*Pressure Altitude (read from your altimeter when set to 29.92 hg).

**True Altitude (This is the height above mean sea level).

***Absolute Altitude (This is your height above ground, measured with a radar altimeter).

****Indicated Altitude (Altitude read from the altimeter with correct barometric setting).

*****Density Altitude (Pressure altitude corrected for non-standard temperature).

*****GPS Altitude (Altitude read from a GPS, above mean sea level).

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 or call 817-988-0174.



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I Get The Darndest Questions

by Harold Green

Sometimes I get the darnedest questions. One of the latest was, "How do you handle the situation when the person you are flying with is doing something you think is not safe?" That, at least, was food for thought. Now, how do we answer that?

While disclaiming any pretense to expertise on this subject, common sense says that avoiding the situation in the first place is the best answer. Once in the air, it is a whole new ball game because correcting unsafe activities requires either the tact of a professional diplomat, or a very large club. The eventual outcome could very easily result in a loss of a personal relationship. Large clubs are not a good answer while flying, either. The following assumes you are about to fly with someone with whom you have only a nodding flight acquaintance. If you know the other person well and you have reservations, just find some excuse not to go, or if airborne, play sick and ask to land immediately!

In order to avoid the problem of potential safety issues arising while in flight, it is important to identify and avoid the situation in the first place. This can perhaps be done by judging



Harold Green

the attitude of the person with whom we may fly. There is no guaranteed method of doing this. After some thought, however, I harked back to my days as an airborne radio operator in the U.S. Air Force for a basis.

We flew as five-person crews consisting of a pilot and co-pilot (commissioned), one navigator (commissioned), one flight engineer (enlisted), and one radio operator (enlisted). We were assigned to a flight, not to a crew, so we flew with whoever was assigned to that flight. In those days crew coordination consisted of everyone doing what the pilot said, when the pilot said it. Any discussion tended to be between the two pilots, and that was brief at most. Discussion or comments from the enlisted personnel about anything other than their specific duties was generally not welcomed. Since we had no input into the operation, we rapidly learned to judge the quality of the pilots with whom we flew. Not that we could do anything unless it was a very immediate and direct crisis to which we could contribute within our specialty, but at least judging the pilots gave us advance warning.

Because Air Force flight training was very thorough, it was rare that a pilot was not competent to fly the airplane. Although the training is different, as is the mission, the same is also true of the quality of general aviation pilots. What determined the quality of the pilot was their judgment. Again, the same is true of civilian pilots. Some things that seemed to provide evidence were: How the Air Force pilot interacted with others, particularly those whose lives depended on him.



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Arrogance or contempt meant we were dealing with an insecure pilot who would be prone to rapid, ill-conceived, ego-driven decisions. Lack of attention to detail during pre-flight generally indicated lack of attention to safety as well. To the point of this discussion, while it was not judicious to question the pilot, there was one instance when the flight engineer and I refused to fly on a flight due to a mechanical problem with the airplane. Fortunately, the outcome was in our favor because the failure we saw coming happened while the plane was taxiing and still on the ramp. As a result, we avoided a threatened court martial and possibly saved lives in the process.

Conclusion: Avoid the situation if at all possible, but bear in mind that the consequences can be substantial.

Next, it is wise to closely watch how the person handles the preflight of the airplane and the flight planning. Does the pilot know the airplane is airworthy and has the pilot planned the flight with due awareness of potential problems? If the answer to either of those questions is "NO," then stay home! There are enough opportunities for surprises during a flight and there is no advantage in increasing that probability. Besides, the degree of preparation and flight awareness is a good indicator of the decision-making capability of the pilot.

Instructors are often faced with situations in which the pilot is performing some action, which is considered unsafe. However, bear in mind that the instructor has a direct impact on the student's ability to

continue flying. This is a tremendous leveler of rogue tendencies. In addition, flight instructors tend to evaluate a student prior to flying with them. While not pretending to speak for other instructors, my initial evaluation keys on the potential students' reaction during preliminary conversation. If the student shows an inclination to take control of the lesson, or wants to tell me what is proper operation, a caution flag goes up. That flag has never been raised without subsequent confirmation in flight. Conversely, students who have a receptive attitude and ask, rather than attempt to control the lesson, have always been safe pilots. NOTE: Safe in this context does not always correlate with above average piloting skills. That is a different issue.

A tool that could be considered is the FAA touted I'M SAFE checklist applied not only to yourself, but also to the person with whom you are going to fly with. You may not be able to know all the answers, but at least they could point the way to consideration: illness, medication, stress, alcohol, fatigue, eating, and emotion are all factors which can affect both ability and judgment. Many of these can be judged in others by observation.

There is an issue, which can, and probably should be, raised prior to flight, which can at times serve as a trigger on reflection. That is to determine who is going to be Pilot-In-Command (PIC). This should be accomplished prior to any flight in which there is more than one pilot on board, although it is rarely done. NOTE: Both instructors

and students can log PIC time if the student is qualified to fly in the flight conditions. But guess who the National Transportation Safety Board (NTSB) will assume is the PIC? The big advantage to this is that it causes both pilots to consider the consequences of their actions. It is said that the PIC is the one whose name is listed on the NTSB accident report.

What about after you are in the airplane and you discover you would rather not be there? This is a matter of judgment, and determination on your part. Unless the situation is immediately dire, it might be best to suggest a concern and see what the reaction is.

For example, as you are looking out at ice beginning to build on the airplane, you might comment, "Gee, we're picking up ice. What should we do about it?" If the answer does not express concern and a positive course of action, consider direct verbal confrontation. Generally progressing from suggestion to a direct statement like "I don't like this because..." to "Let's get out of here," or, "Don't do that again" is probably the best approach. In no case should you consider physical intervention, unless the situation is such that immediate disaster is at hand, and even then the results will probably not be good. In short, how you handle the situation depends on the seriousness of the situation, and let's face it, your relationship with the pilot. (Heaven forbid the other pilot is your spouse.) Nonetheless, if you have a serious concern, you have an obligation to express it if for no other reason than to avoid continuation of bad practices, which might impact other people, to say nothing of saving your life!

EDITOR'S NOTE: Harold Green is an Instrument and Multi-Engine Flight Instructor (CFII, MEI) at Morey Airplane Company in Middleton, Wisconsin (C29). Green was named "Wisconsin Flight Instructor of the Year" by the Federal Aviation Administration in 2011, he is a recipient of the "Wright Brothers Master Pilot Award," and has been a flight instructor since 1976. Readers can email questions and comments to Harold Green at harlgren@aol.com or call 608-836-1711 (www.MoreyAirport.com). □

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Make The Most of Your Membership!

by Mark R. Baker
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AOPA members know a lot about their association. But most of them have no idea just how many ways they can put their membership to work.



Mark Baker

If you're an AOPA member, I trust that you already know about our award-winning magazines *AOPA Pilot* and *Flight Training*. You're probably also familiar with our advocacy efforts and at least some of the great information on our websites. But I'm willing to bet there are plenty of member services and benefits you haven't yet discovered. So this month I want to share some of my favorite lesser-known member benefits with you.

Need an excuse to go flying or visit a new airport? Then check out the Aviation Events Calendar under the Community & Events tab on AOPA.org for an ever-changing list of aviation activities from pancake breakfasts to airshows.

Want a new place to get that \$100 hamburger or looking for a good spot for your next fuel stop? "AOPA Airports," found under the Flight Planning tab on AOPA.org, lets you search for airports with restaurants on the field to make your next trip a little tastier. Once you've decided where to go, be sure to review, print, or download the official, and free, taxiway diagrams and charts for your destination.

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We're just scratching the surface. As an AOPA member you can get push notification of TFRs in your area, check out all kinds of aviation careers through the AOPA Aviation Jobs Board, make use of great free flight planning tools, and so much more.

If you haven't already used some of these services, I hope you'll give them a try. There's more to AOPA than you know, and I want you to get the most out of your membership. □

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AOPA GREAT LAKES REGIONAL REPORT

General Aviation Being Recognized In State Capitals

News & Information You'll Want To Know In
Ohio, Michigan, Indiana, Illinois, Wisconsin, Minnesota,
North Dakota & South Dakota

by Bryan Budds

Manager, AOPA Great Lakes Region

As you all know, the first half of the year is always a busy time in the statehouses across the region and 2016 has been no exception. A number of pieces of legislation have been introduced and passed that I believe show lawmakers' interest in promoting general aviation as a critical part of their individual state's aviation system. I wanted to briefly highlight some of these pieces of legislation.

Michigan has been a hotbed of aviation legislation over the past several years, and the culmination of efforts by many individuals and organizations have been clearly observed. Late last year, Senators Wayne Schmidt and Geoff Hansen



Bryan Budds

spearheaded a package of bills that was approved by the legislature and Governor Snyder. This collection of bills redirected aviation fuel tax revenue collected from general aviation aircraft operators from the

general fund to the state aeronautics fund for use in airport infrastructure investment. This establishment of a dedicated revenue stream provides an additional \$5 million to the State of Michigan to provide direct grants to local airports and secure additional FAA Airport Improvement Program (AIP) grants. Also in Michigan, Representative Triston Cole led an effort to reform the state's tall structure permitting process to require marking and registration of nearly invisible meteorological evaluation towers that can be constructed in a matter of hours and pose a significant threat to agricultural operators in the state.

I believe that this level of attention to aviation issues in Lansing laid the groundwork for the revitalization of the Michigan Aviation Caucus, which also held its kick off meeting in February 2016, following the passage of these aviation reforms. Co-chairs Sen. Wayne Schmidt and Rep. Jim Tedder met with nearly 20 legislative colleagues and industry representatives to discuss ways to continue the impressive trajectory of aviation in the state of Michigan.

In nearby **Ohio**, AOPA is supporting a bill sponsored by Representative Rick Perales to include an image of the "Wright Flyer" on the Great Seal of Ohio.

Supporting this bill, which attempts to make only a minor change to state law, allows AOPA and a host of other aviation and aerospace organizations to highlight the incredible contributions by aviation to the state of Ohio. In AOPA's written testimony on the legislation, we were able to describe



(L/R) Senator Wayne Schmidt and Representative Jim Tedder spoke at the first meeting of the Michigan Aviation Caucus.



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the more than \$13 billion annual economic impact by aviation to the state, and the importance of recognizing Ohio's aviation roots.

AOPA is also working with allies in Columbus to loosen Ohio's restrictions on seaplane operations. Current state law essentially bans seaplane operations on any state-owned lakes and this prohibition in a state that promotes itself as the birthplace of aviation has not been sitting well with statelawmakers. AOPA and a group of dedicated Ohio-based seaplane pilots have laid the groundwork for reform in 2016.

Across the plains, Governor Jack Dalrymple proclaimed March 2016 to be aviation month in **North Dakota**. He noted the diverse nature of



aviation's contribution in technological advancement, commercial transport, and agricultural support contributing to an economic impact of \$3.6 billion annually.

While these are seemingly small gestures, I can assure you simply having general aviation on the minds and in the mouths of policymakers in state capitals has a tangible impact on AOPA and others' ability to bringing about change to important issues in each state. Stay tuned to this column in future issues of *Midwest Flyer Magazine* and twitter.com/aopagreatlakes for more!

Contact bryan.budds@aopa.org or twitter.com/aopagreatlakes ☐

Updates To AOPA Flight Planner

FREDERICK, MD – The Aircraft Owners and Pilots Association (AOPA) is providing members with updates to the AOPA Flight Planner, powered by Jeppesen, as one more membership benefit. The new features make the Flight Planner easier to use and even allow users to email routes to themselves and open routes on two of the most popular Electronic Flight Bags (EFB) in the market – ForeFlight Mobile and WingX Pro7. The Flight Planner also includes a new sidebar combining various functions as well as predictive fuel warnings – the first of its kind available (www.aopa.org). ☐

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AOPA CENTRAL REGIONAL REPORT

Advocacy & Educating Legislators In The Central Region

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

by Yasmina Platt

Manager, AOPA Central Southwest Region

The Aircraft Owners and Pilots Association (AOPA) continues to be hard at work at the state and local level to keep general aviation pilots and aircraft flying efficiently, safely, and affordably.

As of the time of this writing, the legislatures in all four states in the Central Region (**Kansas, Missouri, Nebraska & Iowa**) are in session and AOPA is actively supporting, fighting, or, at least, tracking pertaining legislation as necessary.

But, monitoring legislation is not our only task... educating elected officials and other decision-makers about general aviation's benefits is a task that never ends for GA advocates. Hosting "Aviation Day At The Capitol" events is a good way to reach out to legislators because they provide opportunities to distribute information about aviation's impact on state economies and generate support for ways to



Yasmina Platt

strengthen the industry. Kansas had theirs on February 3rd in Topeka and Iowa had a Transportation Day on February 10th in Des Moines. Missouri will have its Aviation Day At The Capitol on April 5th and we welcome everyone to attend and meet with their legislators.

Another good way of educating legislators is to create a General Aviation Caucus or an Aviation Subcommittee under the House/Senate Transportation Committees. In either case, the idea is the same...to get a bipartisan group of legislators to focus on general aviation issues, and participate in field trips to air traffic control facilities, aircraft manufacturers, airports, and aviation events. In addition, we can make presentations on different GA topics, and legislation that will benefit GA.

While in Topeka, Kansas, I met with four legislators to create a framework for a GA caucus or an aviation subcommittee to advance aviation's interests and concerns in cooperation with state aviation officials. This would be the first such group in the Central Region.

So, are you doing your part as a GA pilot to engage your legislators? If you are interested in introducing yourself to your legislators and would like some resources to educate them about GA, I can send you some helpful information. Just send me an email: yasmina.platt@aopa.org
www.aopa.org/central-southwest-rm ☐

AOPA Stands Firm In Opposition To User Fees

FREDERICK, MD – The Aircraft Owners and Pilots Association (AOPA) is standing firm in its opposition

to user fees as FAA reauthorization legislation moves to the full House. The legislation passed out of the House Transportation and Infrastructure (T&I) Committee on a 32 to 26 vote following a marathon markup Feb. 11, 2016.

"We are profoundly disappointed that user fees are still part of this legislation, said AOPA President Mark Baker. AOPA simply won't accept user fees in any form on any segment of general aviation. And while there are some very positive provisions for GA in this proposal, user fees are a non-starter for us."

Following an amendment, H.R. 4441, also known as the AIRR Act, would exempt Part 135 charter operations in Alaska and Hawaii from user fees, but operators in other states will still be subject to the charges – a situation unacceptable to AOPA.

Baker said, "This isn't over. We're going to keep fighting to protect every segment of general aviation in every state from user fees when this legislation goes to the full House." ☐



Laws Governing Unmanned Aircraft Systems: Are They Clear & Consistent?

by Russell A. Klingaman
Attorney At Law



Local law enforcement agencies are starting to buy and use unmanned aircraft systems (UAS), also known as drones. For instance, The Orland Park Police Department in Orland Park, Illinois, a suburb of Chicago, recently became the first municipal police department in Illinois to operate its own UAS. The department sees UAS as a means to assist in missing persons searches, photography of accident scenes, and other situations where there is an immediate threat to public safety.

UAS operations by local law enforcement agencies will become very common in the coming months and years. Under the FAA's authority – focused mostly on safety, not privacy – such operations are considered “public aircraft” and governed by a federal statute, 49 U.S.C. sec. 40102(a) (41). According to the FAA, “whether an operation qualifies as a public aircraft operation is determined on a flight-by-flight basis, under the terms of the statute. The considerations when making this determination are aircraft ownership, the

operator, the purpose of the flight, and the persons onboard the aircraft.”

For public UAS operations, the FAA issues Certificates of Waiver or Authorization (COA). These certificates permit public agencies and organizations to operate a particular UAS, for a particular purpose, in a particular area. COAs allow operators to use defined blocks of airspace and include special safety provisions unique to the proposed operations. COAs usually are issued for a specific time period (up to two years in many cases). Common public UAS uses today include law enforcement, firefighting, border patrol, disaster relief, search and rescue, and military training.

The FAA works with local police departments to develop conditions and limitations for UAS operations to ensure they do not jeopardize the safety of manned aircraft operations. Usually, COAs restrict public UAS operations over populated areas, and require that the UAS operations be observed by someone in a manned aircraft, or someone on the ground, to ensure separation from other aircraft, buildings, etc. Information about public aircraft operations can be found here: http://www.faa.gov/uas/public_operations/media/Decision_Flowcharts_for_PAO.pdf.

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When most police departments and news organizations become regular and frequent UAS operators, imagine what the sky will look like whenever there is a major traffic accident, a big fire, or a hostage standoff. The sky will be full of BOTH police drones and news drones. How will they stay separated? How will legal rules protect both safety and privacy? The laws in this area do not appear to be clear and consistent.

Besides the FAA, states are also beginning to pass laws to govern UAS operations by local police departments. Illinois recently enacted legislation governing when and under what circumstances police in Illinois can use UAS technology. It is called the "Freedom From Drone Surveillance Act." Similar UAS privacy laws have been passed in several other states including Wisconsin, Maine, Nevada, Tennessee, Vermont, Virginia, and Utah. These laws are not uniform.

For example, the Illinois and Wisconsin UAS laws are very different. The Illinois law provides that UAS operations over all private property are generally prohibited without a search warrant. In Wisconsin, UAS operations over private property are not off limits unless the property owner has a "reasonable expectation of privacy." (The U.S. Supreme Court has recognized that an expectation of privacy from aerial observation of one's private property may be unreasonable. See *California v. Ciraolo*, 476 U.S. 207(1986).)

Another example where UAS laws appear to be unclear and/or inconsistent involves how airports are supposed to be notified about local UAS operations, and reach agreements with local UAS operators about appropriate procedures. This issue is governed, in part, by the following language set forth in the federal 2012 FAA Reform and Modernization Act. Section 336 of the Act states: "When flown within 5 miles of an airport, the operator of the model aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation (model aircraft operators flying from a permanent location within 5 miles of an airport should establish a mutually agreed upon operating procedure with the airport operator . . .)" This part of the law governs only non-commercial (i.e. hobby or recreational UAS operations).

By the way, the FAA recently made available a free smartphone app to help UAS hobbyists determine whether their flying will be within 5 miles of an airport or heliport. Information about the app, called B4UFLY, can be found at: <https://www.faa.gov/uas/b4ufly/>. I recommend that all persons interested in UAS operations install the app and learn how to use it.

Commercial UAS operations near airports are subject to a much different set of rules. Until the FAA implements a comprehensive set of specific UAS regulations, commercial UAS operations are only permitted if

the user applies for and receives a "333 Exemption." (See https://www.faa.gov/uas/legislative_programs/section_333/ for more information about these exemptions.)

For commercial UAS operations near airports, the typical 333 Exemption states: "The UA [Unmanned Aircraft] may not operate within 5 nautical miles of an airport . . . unless a letter of agreement with that airport's management is obtained or otherwise permitted by a COA issued to the exemption holder."

Notice how different these rules are. Commercial UAS operations near airports are prohibited unless the operator has a letter of agreement or a COA. Hobby UAS operations near airports involve notice and "agreed upon operating procedures."

In June 2014, the FAA issued its legal interpretation of section 336 of the 2012 Act. Concerning hobby UAS operations near airports, the FAA said: "If the model aircraft operator provides notice of forthcoming operations which are then not authorized by air traffic or objected to by the airport operator, the FAA expects the model aircraft operator will not conduct the proposed flights. The FAA would consider flying model aircraft over the objections of FAA air traffic or airport operators to be endangering the safety of the NAS [National Airspace System]."

In conclusion, it appears that some of the laws governing UAS operations may be unclear and/or inconsistent. It will be interesting to see how, in the coming months and years, lawmakers, regulators, and courts modify, interpret and apply the different legal rules discussed above to UAS operations.

EDITOR'S NOTE: Russell A. Klingaman is a partner with the Hinshaw & Culbertson LLP law firm in Milwaukee, Wis. As an instrument-rated private pilot and aircraft owner, Klingaman has a special interest in aviation law, and teaches aviation law at Marquette Law School and UW-Oshkosh. Questions and comments about the foregoing topic may be directed to Russell A. Klingaman at rklingaman@hinshawlaw.com. □

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Do you have SA?

by Dr. John Beasley, M.D.

Aviation Medical Examiner

Professor Emeritus and Clinical Professor

Department of Family Medicine

University of Wisconsin - Madison

No, "SA" doesn't stand for "Social Affliction" or some obscure medical condition that threatens your medical certificate. SA, for our purposes, stands for "Situation Awareness." The idea for this article came to me while participating in a workshop conducted by Mica Endsley, PhD -- former chief scientist for the U.S. Air Force. Ms. Endsley is an industrial engineer and nationally-known expert on SA. I learned a lot.



John Beasley

There are, as a gross oversimplification, three main components to SA. The first is *perception*, "What's going on now?" The second is making some sense of this -- *comprehension*, "Why does it matter?" The third is *projection of future status*. "What's going to happen next?" In short: "What? So what? What's next?" Knowing all these constitutes good SA. When approaching my airport, I need to know my position relative to the runway, other traffic in the area, my status with air traffic control, and many other factors. I may note that my altitude and airspeed are decreasing as I set up on final. That's the "What?" There might be other factors, such as verifying my fuel supply that I can ignore as not relevant at this moment. But perhaps my airspeed is a bit above flap deployment speed, so I need to delay deployment until I bleed off some more airspeed. That's the "So What?" As I am on short final, I note that

the airspeed has decreased further and "What's next?" Will I turn into a smoking hole off the end of the runway unless I add some power and lower the nose? *What? So what? What's next?*

We need information to establish SA. An important concept is whether information processing is goal driven or data driven. When goal driven, we have some specific goal (i.e. flare for landing) that helps us collect appropriate data, such as airspeed and height above the ground. However, data may drive us too, as when another aircraft is approaching the runway, making it necessary to change our goal to making a go-around! We add power, retract the gear, and establish climb to meet our new goal. Too much stress or fatigue or other distractions may lead to what is called tunneling, where we focus on one cue (the airspeed) and potentially miss another -- the pending runway incursion. We need to be both goal driven and data driven, as we gather

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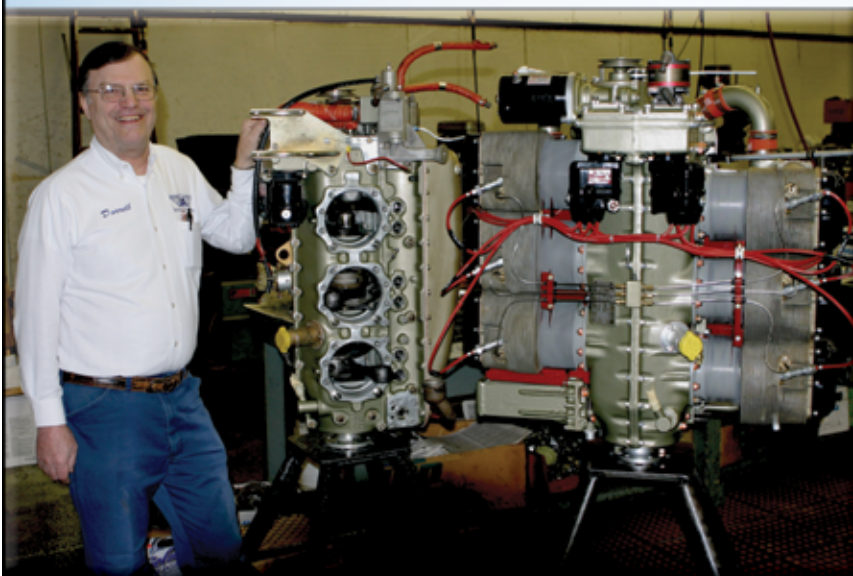
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information, make sense of it, and project the need for future action.

Interruptions, fatigue and other factors can impair our SA...a tragic example is that of Air France 447 where multiple alarms and conflicting computer indications led to the pilots being unaware of the basic attitude and power information needed to establish accurate SA. Even for us poor Mooney pilots, too much automation can be hazardous.

Last year I upgraded from my 35-year-old avionics to a much more modern system, and even after some 4 to 6 hours of instruction and perhaps 30 hours that were mainly VFR, I found myself to be still somewhat bewildered and distracted by the system. What button do I push to activate an approach? Why doesn't the missed approach come up? Where is my ground track on the screen?" What does this blinking light mean? All of this detracted from my SA, and I had to be very careful to keep the basics in mind, and avoid tunneling.

At the other end of the spectrum is when we get inattentive or complacent and can lose our SA – the “fat,

dumb and happy” syndrome. It's easy to do on a nice, smooth CAVU day.

When we are flying, we need good SA, and we have to be careful to maximize our ability to establish SA by avoiding fatigue and distractions, and by being sure to use our technology appropriately. Especially at times of stress, we are vulnerable to tunneling and losing the bigger picture SA. And, distractions from technology can be a risk. For instance, looking at my GPS while on final approach is a really bad idea. I may lose track of my airspeed and miss the potential incursion if I don't maintain SA.

For a full (and much better) description of these concepts and their implications for aviation, as well as other human endeavors, see Dr. Endsley's book, “Designing For Situation Awareness.” Dr. Endsley has written on Training For Situation Awareness at <http://www.pacdeff.com/pdfs/Training%20for%20SA%20Endsley%202000.pdf>. There is also a good summary of SA at https://en.wikipedia.org/wiki/Situation_awareness. □

NATA President Tom Hendricks To Resign

WASHINGTON, D.C. – Tom Hendricks, president of the National Air Transportation Association (NATA), announced April 4, 2016, his intentions to resign from NATA upon the completion of his employment agreement, which expires at the end of August.

“During the past four years we have – together – enhanced the association's position as the voice of aviation business



Tom Hendricks

on Capitol Hill, at the agencies, and in the states,” said Hendricks. “I am also pleased to have led the association's move to downtown Washington, DC, overseen the expansion of the association's membership, and the development of new products and services to help aviation businesses operate safely and effectively in the marketplace.”

The NATA board of directors will designate one of its members to assume the duties as interim President & CEO in September. NATA's two senior vice presidents, William R. Deere and Timothy R. Obitts, will continue to oversee the association's daily activities. □

Great Grandson To Eisenhower Named Kansas Aviation Director

TOPEKA, KAN. – The great grandson to Dwight David Eisenhower, Merrill Eisenhower Atwater, has been named director of the Kansas Department of Transportation Division of Aviation. Eisenhower comes from a business background, holds a bachelor's degree from Missouri Western State

University in St. Joseph, Mo., and is working on a master's in business administration at Baker University in Baldwin City. He replaces Tiffany Brown, who has accepted a position with the FAA in Denver. □

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RV-9/9A 1,000th Takes Flight!



AURORA, OREGON – For days, the employees at Van's Aircraft had been watching the 'hobbs meter' on their own website, waiting for news of the 1,000th RV-9/9A to fly. Then

on November 20, 2015, John "Bert" Bertucci of Prairieville, Louisiana, called with news that he had flown his new RV-9A.

"I have always wanted a plane of my own, so in June 2013, I purchased an unfinished RV-9A as a retirement project," said Bertucci. "I closed in my carport and went to work" with the help of Don Broussard, an A&P/IA and professional pilot, who was Bertucci's mentor. Broussard made the first flight, and there have been no issues.

Dick VanGrunsvan, designer of the RV series, was similarly delighted.

"We've always known the RV-9 is an excellent airplane and have enjoyed flying it all over the country," said VanGrunsvan. "It's nice to see that 1,000 pilots have shared the pleasure."

Van's Aircraft is aware of 9,250 RVs that have flown, but believe that the real number is higher. The RV-9/9A is the fifth RV design to exceed 1,000 completions. □

Cirrus Aircraft Unveils Enhanced 2016 SR Series

DULUTH, MINN. – Cirrus Aircraft announced February 16, 2016, enhanced connectivity, convenience, design and luxury in the new 2016 SR series aircraft, delivering an experience on par with luxury automobiles to both pilot and passengers. For 2016, all SR models are enhanced to heighten customer engagement, blending lifestyle comforts

with wireless connectivity and personalization options, while incorporating sophisticated new exterior designs and premium interior materials. For additional information contact Gary Black, Great Plains Regional Sales Director, at 612-810-4712 or email GBlack@cirrusaircraft.com (www.cirrusaircraft.com). □

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Wipaire Holds Safety Seminar & Demos In Florida



A Wipaire Fire Boss demonstrates a water drop at Leesburg International Airport (KLEE).

Pete Case Photo

SOUTH ST. PAUL, MINN. – Wipaire, Inc., a leader in aircraft float manufacturing, aircraft restoration, avionics, interiors, and aircraft sales and service, held a safety seminar February 27, 2016 at its service center in Leesburg, Florida. Headquartered at South St. Paul Municipal Airport in the Twin Cities, Wipaire has had a facility at Leesburg International Airport (KLEE) since February 2013, and expanded its service center into a new, larger hangar in 2015. Wipaire's Leesburg location was named a Viking aircraft factory-endorsed service center in February 2015, and a Cessna Authorized Service Facility in September 2015.



Wipaire Fire Boss

Dave Weiman Photo

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The Leesburg facility has grown to over 20,000 square feet and can accommodate the entire range of aircraft that Wipaire manufactures Wipline floats for, from the Aviat Husky to the Twin Otter.

The safety seminar included topics of interest to all pilots, as well as seaplane-specific topics. FAA Wings credit was available and a complimentary continental breakfast and luncheon was served.



Rock Rockcastle of Simcom Training Centers, Orlando, Fla., was one of the FAASeminar instructors at the safety seminar sponsored by Wipaire, Inc., Leesburg, Fla.

Dave Weiman Photo

Both domestic and international customers were invited to attend the seminar for demonstrations of the "Fire Boss" water bomber. Wipaire has engineered over 100 Supplemental Type Certificate modifications for improved performance, utility, convenience, and reliability, and the Fire Boss is the result of one of those STCs, taking an Air Tractor AT-802 and



(L/R) Standing with a Wipaire Boss 182 at Wipaire's Leesburg, Fla., facility, is Bob Wiplinger, Chairman of Wipaire, Inc.; Bill Pike, General Manager, Wipaire, Inc., Leesburg, Fla.; and Brian Addis, Chief Pilot, Wipaire, Inc.

Dave Weiman Photo

converting it into a water bomber, utilizing Wipline 10000 amphibious floats. The Fire Boss can scoop up water from a lake or river and dispense it on a fire. In addition to the 820-gallon standard retardant tank mounted on the fuselage, the Fire Boss can have optional 35-gallon foam tanks installed in the floats (www.wipaire.com). □

Super Petrel LS Lands In U.S.

Some would say that the Midwest was made for seaplane flying. Anyone who has landed on water can attest that the water experience adds another dimension to the fun of flying. While most seaplanes are high-wing aircraft that have been fitted with floats, some seaplanes are purpose designed to be operated on water, with their fuselage designed

to take on the role of a watercraft when landing on, operating on, or taking off from water. The "Super Petrel LS" is just such a bird. With unique and beautiful lines, this amphibious biplane is about as much fun to look at, as it is to fly.

The Super Petrel's biplane design affords it incredible lift and stability, while the high-aspect ratio wings and narrow wing chord provide for an unusually low-drag biplane configuration. With less than 400 ft. takeoff distances



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Super Petrel LS

from either land or water, a useful load of nearly 550 lbs, a cruise speed of over 100 kts, and a stall speed of less than 35 kts without flaps, the Super Petrel LS boasts the highest performance in its class.

Adding to its simplicity, this bird doesn't have, nor does it need, either flaps or water rudders. Flying from either land or water is simply a matter of stick, throttle, rudders and making sure the landing gear is in the right position for either a land or water landing. Its robust retractable tricycle landing gear also makes for forgiving landings on land and adds a margin of safety if the gear were accidentally left in the down position for a water landing.

On the water it is less susceptible to the effects of the wind than its float-fitted friends, and is highly maneuverable. Step taxiing is more like flying a Jet Ski, than driving a motorboat. The landing gear can be extended in the water to allow taxiing up and down a beach or ramp.

The cabin is a comfortable 46 inches wide and boasts a very full, all-glass panel, including dual Dynon EFIS displays

and a Garmin 795. Standard avionics also include a 2020 compliant ADS-B in and out transponder, dual axis autopilot, electric trim, audio and visual gear position indicators, and an Angle of Attack (AOA) indicator. Those of us in the upper Midwest also appreciate the CO-safe cabin heater.

The Super Petrel LS is fairly new to the U.S. market, having just received FAA Special Light Sport Aircraft (S-LSA) certification in early 2014. However, this French designed, Brazilian-built water bird has been around for over 20 years, with over 350 flying in other countries around the world. During that period the design was tweaked and tuned into what we have today, which is a high performing, very docile, very forgiving, and very easy-to-fly LSA. Today, the Super Petrel LS is assembled in the United States in new facilities located in Ormond Beach, Florida.

For additional information, contact John Melchert at Omnav Aviation in Eden Prairie, Minn. at 612-567-4981, or email john.melchert@omnavaviation.com. Omnav Aviation is the sales representative for the Super Petrel LS in the Midwest. □

MAYDAY, MAYDAY... We need volunteers to help us operate the "Warbirds Adventure Tour" excursion at EAA AirVenture Oshkosh 2016. Drivers, Briefers, Narrators, Headquarters Staff, and Marshalers are all needed. Fun, Excitement and Satisfaction Guaranteed! Potential sponsors are also welcome. Contact Vic for details @ **630-440-2018** or **vakrause@me.com**.

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Fly. Fish. Fly To Canada!

by Woody Minar

It was in March 2015 that Adventure Seaplanes owner, Brian Schanche of Surfside Seaplane Base, Lino Lakes, Minnesota (8Y4), asked me if I wanted to go fishing in Canada and fly some people in his Cessna 185, while he flew others in his de Havilland DHC-2 Beaver. I have made the seaplane shuttle trip between Minnesota and Florida nine times, but the wilderness of Canada and the remote lakes where rocks abound would be a new challenge and fun experience. My passport was renewed and I bought my Canadian fishing license online. I was ready to go for the early June trip.

Brian and I briefed the trip several times. We had gone over the waypoints and border crossing procedures. I studied each of the stopping points on Google Earth to give me an idea of the landing, beaching, and docking areas. With all this information, I had some anxiety the week before. Why? I don't know. Brian has made the trip numerous times and he is a good teacher and mentor.

We met at Surfside Seaplane Base (8Y4) in Lino Lakes, Minnesota at 10:00 a.m., fueled, did our preflights, and staged the planes as we waited for the other fishermen to arrive. At 1:00 pm, I was airborne in the 185 and Brian soon followed in the Beaver.

Our first stop was Zorbaz Restaurant on a nice sand beach two miles southwest of Grand Rapids, Minnesota. It was pizza and beer for lunch for all but two of us, who had to stay alcohol free. Torture!

The next stop was Crane Lake (KCDD), 45 minutes away, where we refueled the planes. An eAPIS plan was filed the night before which was necessary to cross the border. The next leg was quick – 6 miles to Sandpoint, Ontario where we cleared Canada Customs. We launched northeastward and for the next 188 nautical miles, we were amazed at the number of lakes everywhere! In fact, Ontario has more than 250,000 lakes comprising about one-fifth the world's fresh water. We wondered how the fishing was in some of the lakes where there are no roads whatsoever for many miles.

Communications between us was on 123.45. We made occasional position reports on 122.8 and we could hear numerous other pilots doing the same. It's important to stay in communications and visual contact with each other in these remote areas in case something goes wrong.

We flew over Ignace, Ontario and about half way to the Old Post Lodge on Lake St. Joseph, we flew over a private airport on De Lesseps Lake that had cement slab tiles for a

runway. It was used for an adjacent fishing lodge. We later learned that the owner had the slabs poured elsewhere, then transported to the lodge over the winter roads because there are no roads in the area. A few miles south of our lodge we saw a couple of moose near some swamps.



Adventure Seaplanes Beaver and Cessna 185 refueling at Crane Lake.

The lodge appeared just as I had seen it on Google Earth. We made a glassy water landing and water taxied to the sand beach in front of the lodge. As we tied down the planes, the staff was there to greet us and take our gear to the cabins. We made it in time for a wonderful Walleye dinner.

The lodge provided cabins that slept eight each, breakfast at 7:30 am, boats and motors, a fishing guide, shore lunches, and dinners at 7:30 pm. Walleye and Northern Pike were caught in abundance during the day.

We arrived on a Tuesday night. Brian and I fished Wednesday and part of Thursday. Because we needed fuel for the Beaver and an hour's worth for the 185, Brian and I flew the Beaver to a small seaplane base on Staunton Lake about 50 nm southwest of the lodge.

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Getting fuel in these remote places, where few roads exist, is an experience. Brian was hoping to get fuel at Pickle Lake, Ontario (CYPL), about 20 nm north, but their fuel shipment hadn't arrived. They had only 400 gallons on hand, which they needed for themselves. Furthermore, if they did have fuel, we would have had to take it in 55 gallon sealed barrels, which we didn't have. The other alternatives were Sioux Lookout (90 nm) or Ignace (118 nm). Neither were viable alternatives.

Thursday evening, we filed an eAPIS to depart Friday morning. I also called Winnipeg Flight Service to file a VFR flight plan back to the states. The briefer asked where I was departing from. I said Old Post Lodge on Lake St. Joseph. With more than 250,000 lakes, he didn't have much of a clue. Using my Garmin Pilot, I told him I was on the 190-degree radial, 20 miles from Pickle Lake. Now we're talking and after filing he said the flight plan would be activated automatically.

Friday morning I departed at 8:45 am with two fishermen, who had to get back early. We did the customary flyby as the rest of the group headed to their fishing spots. About 25 miles north of Crane Lake, I called Princeton Radio to get a squawk code from Minneapolis Center to enter U.S. airspace and I cancelled my flight plan.

The customs officer was waiting on the dock for us. We showed her our passports and we were good to enter. It was a 45-minute flight to Zorbaz to drop off a passenger

before heading back to Surfside.

Any anxiety I had about the trip was all forgotten when we were hauling in the Walleyes and Northerns, having delicious shore lunches, watching an eagle nesting nearby, and enjoying good company with fellow fishermen. The biggest catch was a 27-inch Walleye and a 42-inch Northern, which were caught on a Walleye jig.



Jud's 42" Northern Pike



Woody Minar with an early morning catch.



Our guide prepares the shore lunch of Walleyes and french fries.

The biggest bonehead move was my second-day partner's "catch and release program." We had four nice Walleyes on a stringer and when we stopped to fish, he threw them overboard. Literally. The stringer came loose. I saw them slowly sink out of sight

and there was nothing I could do to retrieve them.

The staff at Old Post Lodge is first class and they leave nothing to chance. The lodge was a Hudson's Bay Company trading post established in 1786. Some old artifacts can be seen in the original trading post store and there's an old church and cemetery there. There are several options for getting there - seaplane, land plane to Pickle Lake (CYPL), or drive to a location on Lake St. Joseph where you will be met by a boat. For more

information about the Old Post Lodge, go to www.oldpost.com and for seaplane trips to Northern Minnesota, Canada, and the Arctic, go to www.adventureseaplanes.com.

EDITOR'S NOTE: Woody Minar is a Designated Pilot Examiner (DPE), MCFI, CFII, MEI, and CFI-G at L.O. Simenstad Municipal Airport (KOEO), Osceola, Wisconsin (KOEO). □



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2016 Minnesota Airports Conference To Be Out of This World!

BRainerd, MINN. – Astronaut, naval aviator, airline pilot, aviation accident investigator, and air race pilot, Robert “Hoot” Gibson, will speak at the Minnesota Airports Conference, April 20-22, 2016 at Maddens On Gull Lake in Brainerd, Minn.

Gibson entered active duty with the U.S. Navy in 1969. He saw duty aboard the USS Coral Sea and the USS Enterprise, flying combat missions in Southeast Asia in the F-4 Phantom with VF-111. He also made the initial operational carrier deployment of the F-14 Tomcat with VF-1, and is a graduate of the Navy Fighter Weapons School “TOPGUN.”

Selected by NASA in 1978, Gibson became an astronaut in August 1979 and flew five shuttle missions from 1984 to 1995. Gibson participated in the investigation of the Space Shuttle Challenger accident, and also participated in the redesign and recertification of the solid rocket boosters.

Gibson left NASA in 1996 and became a pilot for Southwest Airlines until he retired in 2006, then worked for Benson Space Company as Chief Operating Officer and Chief Test Pilot. Gibson is currently an aviation expert witness and

air racer, having won the Unlimited Gold at the National Air Races in Reno, Nevada, in 2015, flying the P-51 Mustang “Strega.”

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

The conference features experts in aviation and aerospace, technical and safety presentations, an industry trade show, and an awards and recognition program.

Topics will include air service development challenges and emerging trends impacting non-hub airports, airport liability and risk management, the airline pilot shortage, minimum standards, retail fuel versus self fuel, emerging technology to administer and maintain small airports, airport zoning, and what airport owners need to know about unmanned aircraft systems.

For additional information, refer to <http://mnairports.org> or contact Mindy Carlson at 612-625-1813 or carlson@umn.edu.



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NorthPoint Aviation...

The FBO At Brainerd Lakes Regional Airport



NorthPoint Aviation owners DJ Dondelinger (left) and Jeff Voigt (right) with one of their Kodiak customers (center).



(L/R) The NorthPoint Aviation management team consisting of Mark Mathisen, Peggy Thomsen and Mike Donovan.

BRAINERD, MINN. – The staff at NorthPoint Aviation at Brainerd Lakes Regional Airport (KBRD) will be welcoming aircraft, crew and their passengers to the upcoming “Minnesota Airports Conference,” April 20-22, 2016 at Madden’s On Gull Lake, Brainerd, Minn.

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A full ramp at NorthPoint Aviation, Brainerd Lakes Regional Airport, Brainerd, Minnesota.



The "Wings Café" at NorthPoint Aviation at Brainerd Lakes Regional Airport, Brainerd, Minn., is a huge draw for both local and transient pilots and the community.



NorthPoint Aviation's seaplane base and campground is located off the approach end to Runway 23 at Brainerd Lakes Regional Airport, Brainerd, Minnesota.

Dakota, and the Canada provinces of Saskatchewan, Manitoba, Nunavut, and Ontario.

NorthPoint Aviation provides specialized flight training in seaplane and amphibious turbine-powered aircraft, and pilot training in their fleet of Cessna 172s. Additionally, the company provides aircraft management for two corporate jets and two turbo prop aircraft.

DJ Dondelinger of Brainerd and Jeff Voigt of Park Rapids bought Airmotive Enterprises at Brainerd Lakes Regional Airport in 2013 and changed its name to NorthPoint Aviation in January 2016.

Mark Mathisen is the general manager of NorthPoint Aviation, and Peggy Thomsen is assistant manager. The flight department at NorthPoint Aviation consists of Matt VanCura as chief flight instructor, who is assisted by instructors Mike Monahan, Mark Mathisen and Tom Koop. Monahan is also in charge of NorthPoint Aviation's corporate aircraft management services. Mike Donovan is director of aircraft maintenance and is assisted by three other aircraft technicians. Additionally, NorthPoint Aviation has a line staff of seven people.

In addition to its operations at Brainerd Lakes Regional Airport, NorthPoint Aviation has a seaplane base and aircraft campground on site.

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Aviation operates the "Wings Café" in the general aviation terminal, which is known for its exceptional food and catering.

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2016 Wisconsin Aviation Conference To Be Held In Oshkosh

by Bob O'Brien

Executive Director

Wisconsin Airport Management Association

OSHKOSH, WIS. – The 61st annual Wisconsin Aviation Conference will be hosted by Wittman Regional Airport, May 2-5, 2016 at the Best Western Premier Waterfront Hotel & Convention Center in Oshkosh, Wis.


The conference format is being rebuilt to produce a more productive, interactive and informative program. New this year will be the opportunity for airport officials to meet one-on-one with representatives of the Federal Aviation Administration and Wisconsin Bureau of Aeronautics to discuss matters specific to those airports.

The general sessions are likewise being spiced up in

an effort to create a more open and timely exchange of information.

The Monday night "Welcome Dinner" will be held off-site and indoors, just 10 minutes from the conference center, on the shores of Lake Winnebago at the historic Yacht Club known as "The Water's."

On Tuesday night, the "Annual Banquet" will also be held offsite at the world-renowned EAA Museum in the "Founder's Room."

For additional information regarding exhibiting, sponsorships or otherwise becoming involved in the 2016 conference, contact Bob O'Brien at 608-739-2011 or bob@thewisconsinriver.com. For hotel reservations, call 920-230-1900 or refer to their website: <http://oshkoshwaterfronthotel.com/> 

Wittman Regional Airport To Welcome Attendees To The 61st Annual Wisconsin Aviation Conference

Wittman Regional Airport (OSH) in Oshkosh, Wisconsin, is the host airport for the 61st annual Wisconsin Aviation Conference to be held May

2-4, 2016 at the Best Western Premier Waterfront Hotel & Convention Center.

The airport was established in 1927, making it the second

**Wittman Regional Airport, home of EAA AirVenture,
welcomes all attendees to the
61st Annual Wisconsin Aviation Conference.**



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**Wittman Regional Airport
Oshkosh**



Peter Moll, Wittman Regional Airport Director

oldest public-use airport in Wisconsin. Named after Sylvester J. “Steve” Wittman, an air racer, aviation pioneer and Wisconsin native, the airport has been an integral part of the City of Oshkosh and Winnebago County landscape.

Encompassing 1,450 acres, Wittman Regional Airport has four runways, the second tallest control tower in Wisconsin and 163 based aircraft. The airport also plays home to several influential aviation businesses including Basler Turbo Conversions, Sonex, and the Experimental Aircraft Association.

Airport Projects Underway

Wittman Regional Airport is in the midst of reconstructing Taxiway B, which parallels Runway 9/27. Originally constructed in 1962, with a “twist” in the taxiway to accommodate a future glideslope antenna and ILS system, the taxiway has been rehabilitated several times since then. However, time and the challenges of Wisconsin weather have taken their toll on the pavement, requiring a full reconstruction. Transverse and longitudinal cracking has made smooth taxiing difficult, especially for aircraft with smaller tires or high-pressure tires.

Rather than reconstruct the taxiway to its original layout, this project gave the airport an ideal opportunity to evaluate the need for additional separation from the runway to accommodate dual grass taxilanes for EAA AirVenture Oshkosh traffic, and the need for additional storm water drainage measures to alleviate ponding issues on and around the airport property. Consequently, Taxiway B will now become a true parallel taxiway, and the centerline-to-centerline distance between runway and taxiway will increase to 460 feet.

Additionally, the new pavement will be concrete, rather than asphalt, which will improve the weight-bearing capacity, as well as add to the longevity of the surface.

In an effort to increase operational efficiencies, all current incandescent taxiway edge lights, most of which are stake-mounted, will be replaced with base-mounted LED lighting, as will the guidance signage. Finally, all edge lights and wiring on Runway 9/27 will be replaced with newer base-mounted quartz fixtures.

Due to FAA AIP funding constraints and the scheduling of EAA AirVenture Oshkosh, this current project is broken into



Wittman Regional Airport looking north at Runway 18/36.

two phases. As one would expect, projects at Wittman Airport often center on that once-a-year event, so no surfaces can be torn up or worked on for approximately a six-week period before AirVenture. Phase I, currently underway, commenced in late 2015 and essentially laid out the base course for new pavement on the west end of the taxiway up to Taxiway B2. Work will resume this spring with paving of the taxiway sections in the fall, along with landscaping. Phase I work will

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Wittman Regional Airport terminal building.



Wittman Regional Airport maintenance staff and equipment.

conclude in early June. Phase II will start immediately after EAA AirVenture Oshkosh 2016, with work on the remaining eastern portion of the taxiway, and edge light replacement on Runway 9/27, with all remaining work to be completed by late fall 2016.

Once completed, there will also be changes and additions to taxiway designations to conform to current FAA design and marking standards.

Another project in the works is the design of a new aviation business center to replace the current terminal and FBO facility. The terminal at Wittman Regional Airport was designed and built in the early 1970s as an airline terminal; space was apportioned to fit the needs of up to four commercial airlines, up to four car rental companies, a small food counter, and the airport administration offices. With the departure of United Express in 2003, much of the space has gone unused while utility costs and repair costs have risen.

In 2014, work began to evaluate renovating the existing terminal and FBO (the original airport terminal built in the 1950s) or constructing a new, more energy and space efficient facility. Consensus of the county board has been to design and construct a new combined facility to house airport administration offices, the FBO, car rental, and rentable community space. This combined facility will further open up

developable space for new businesses on the north side of the airport adjacent to the new aviation business center.

In addition, a joint project between Winnebago County and the City of Oshkosh has provided an 80-acre aviation business park available for development on the southeast side of the airport. County-owned land, adjacent to the airport, has roughly 50 acres of land available for lease. A new street will be the dividing line between the county property and city property. The remaining acreages on the city's side of the business park will be available for purchase for commercial development. Several aviation businesses have already expressed interest in taking advantage of this new opportunity in Oshkosh.

Peter Moll, Airport Director

Since 2007, Peter Moll has served as Airport Director at Wittman Regional Airport. A graduate of Embry-Riddle Aeronautical University in Daytona Beach, Florida, Peter received a Bachelor of Science degree in Aviation Management with an Area of Concentration in Airport Management.

Under his leadership, the airport has seen numerous improvements, including the construction of a new air traffic control tower, the reconstruction of runways 9/27 and 18/36,

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the completion of a full perimeter road around the airport and updated security fencing, along with the acquisition of updated snow removal equipment...a necessity in Wisconsin winters.

Peter's career has been entirely within the aviation industry, spanning various disciplines, which gave him a varied background into different facets of aviation. He initially started with Republic Airlines (the marriage of North Central Airlines, Southern Airways, and Hughes Airwest) in Oshkosh before the station closed. He then moved to United Technologies International Support Systems (UTC-ISS) in Farmington, Connecticut, where he served as a marketing representative. UTC-ISS, a subsidiary of Pratt & Whitney (a division of United Technologies), designed and constructed turbine engine test cells and maintenance facilities for developing nations.

Following his stint at International Support Systems, Peter moved to Milwaukee to work in Airport Operations at General Mitchell International Airport. Acting on an opportunity to work for the world's greatest aviation organization, his next move took him back to Oshkosh to become the Executive Director and Editor for EAA Warbirds of America.

Wanting to expand his horizons, Peter then worked with Cannon Aviation Insurance of Scottsdale, Arizona, opening its first branch office in Oshkosh. Peter was the Branch Manager and brokered aviation insurance policies for the company. It was during this period that the itch to work in the airport environment returned, and it was fortunate that the Superintendent of Maintenance and Operations position at Wittman Regional Airport became available. From there it was onward and upward to the director's position.

Peter remarked that it is truly an honor and privilege to serve as the airport director of the world's busiest airport—albeit for only a week—and Wisconsin's third busiest airport. The goal of the airport team is to grow

Wittman into a recognized general aviation airport that will serve as a destination outside of the one-week of EAA AirVenture Oshkosh. Working with each of the commercial tenants, and now having an aviation business park ripe for development, that dream is definitely achievable. As Peter so aptly

put it, "There's never a dull moment at Wittman Regional Airport."

Further information on Wittman Regional Airport can be found by visiting the airport's website at www.wittmanairport.com and by following the airport on Facebook at: <https://www.facebook.com/wittmanairport>. □



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Wisconsin High School To Build Second Airplane In STEM Program

SALEM, WIS. – Students in the Central High School STEM program in Salem, Wis., are about ready to start building their second airplane. Students worked very hard to build their first airplane, and just as hard to learn about aviation and to move forward to earn their pilot certificates while earning school credit.



Jim Senft and his STEM class at Central High School, Salem, Wis.

Students completed their first aircraft – a “Falcon I” – exactly one year, one month, and one day after starting the project, and started work on their second aircraft in February 2016.

The class is featured on the Van’s Air Force website:

<http://www.vansairforce.com/community/showthread.php?t=133542> and on the U.S. Sport Aircraft website: <https://www.facebook.com/USSportAircraft/>

Persons interested in financially supporting the project can mail a check to: Aviation Club, c/o Central High School, 24617 75th Street, Salem WI 53168.



If you have any questions about the program, contact the club mentor, Jim Senft at senftj@westosha.k12.wi.us or call 262-758-2189.

You can follow the project’s progress on the school’s Facebook page: <https://www.facebook.com/pages/Central-High-School-STEM-Aviation-Club/591524597584424>. □

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Wisconsin Aviation's 15th Annual 1940s-Style Hangar Dance To Benefit & Salute The Troops

MADISON, WIS. – Re-live the 1940s by attending the Wisconsin Aviation Hangar Dance on Saturday, July 23, 2016 from 6:00 pm to 10:30 pm, featuring big band music performed by “Ladies Must Swing,” a jazz band consisting of 19 energetic dames. 1940s period dress is encouraged and there

will be prizes for the best dressed couple and the best dancers.

A portion of the admission charge and drink and snack sales will benefit The Badger Honor Flight (badgerhonorflight.org), a local nonprofit organization that ensures that World War II, Korean War,

and terminally-ill veterans have the opportunity to see the memorials that have been erected in their honor in Washington, D.C.

For additional information, contact June Dalton at (608) 698-8944 or email ladiesmustswing@yahoo.com. □

Air Traffic Control Privatization Debated In Committee

WASHINGTON

WASHINGTON, D.C. – The House Transportation and Infrastructure Committee held a hearing February 10, 2016 to review the air traffic control reform proposal contained in the Aviation Innovation, Reform, and Reauthorization Act of 2016. Committee members, who are largely divided along party lines on the issue, questioned witnesses and offered contrasting views on the potential impacts of the reform.

“I think we’re on the same page on many reforms and provisions [in the AIRR Act]. We do have an honest policy disagreement on the approach to fixing ATC,” said Chairman Bill Shuster (R-PA). The chairman, however, asserted that the “time is now” to undertake comprehensive reform and noted that “more than 50 other countries have successfully done this, with benefits across the board in safety, modernized systems, efficiency, service, and costs.”

Committee ranking member Peter DeFazio (D-OR) raised numerous concerns about the proposal during the hearing, including the plan to turn over \$30 to \$50 billion in assets to the new air traffic control entity at no cost. Aviation Subcommittee ranking member, Rick Larsen (D-WA), referred to the privatization proposal as a “science experiment with a lot of potential for things to go wrong.” And, he questioned why the Department of Defense (DOD) did not have a seat on the governing board given that they currently control almost 15 percent of the airspace.

Two Republicans, Reps. Don Young (R-AK) and Todd Rokita (R-IN),

objected to the inclusion of “user fees” on Part 135 operators, citing that this is, in fact, a segment of general aviation.

Airlines for America (A4A) President and CEO, Nicholas Calio, testified that the bill will “make NextGen a reality, instead of an unrealized dream, and that Congress cannot fix NextGen through annual appropriations bills, the FAA Reauthorization Bill or additional oversight.

Ed Bolen, President/CEO of the National Business Aviation Association (NBAA), testified in opposition to ATC reform and what he sees as an imbalance in representation should ATC be privatized. “The question on the table is, who will effectively control this monopoly, and for whose benefit?” asked Bolen. “H.R. 4441 would take control of the nation’s air traffic system away from the public’s elected representatives and give it away, for free, to a board dominated by big airlines.”

Bolen acknowledged that while status quo is not sufficient, NBAA supports more targeted reform.

Chairman Shuster disagreed with Bolen, stating that only 4 of the 10 seats would be held by the airlines.

Bolen responded by saying that with the added board seat appointed by the Air Line Pilots Association (ALPA) and a CEO to be appointed by this board, this is essentially effective control by the airlines.

Airlines for America President Calio stated: “Well to many people, two general aviation [spots] seems like an awful lot given the use of the airspace and who pays what for the airspace. Frankly, we thought we should’ve had more seats.”

Despite the division within the committee, the chairman was to proceed with the markup on February 11, and over 91 amendments have been filed (NASAO). □

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Minnesota Aviation Coalition Suggests Talking Points For Participants of Aviation Day At The State Capitol

ST. PAUL, MINN. – Members of the Minnesota Aviation Trades Association (MATA) joined with members of the Minnesota Business Aviation Association (MBAA), Minnesota Council of Airports (MCOA), Aircraft Owners & Pilots Association (AOPA), Experimental Aircraft Association (EAA), and Minnesota aviation community at large to meet with their state senators and representatives, March 16, 2016 in St. Paul for “*Minnesota Aviation Day At The Capitol.*”

The annual event is an opportunity for professional and recreational pilots, aircraft owners, airport officials and aviation business owners to tell their elected officials how important aviation and their local airports are to their constituents and communities. Coalitions and events like Aviation Day At The State Capitol are increasingly popular around the country as a means for members of the aviation community to be proactive in protecting and promoting aviation in their respective states.

The Minnesota aviation coalition suggested that participants start their meeting by introducing themselves, stating where they reside; the name of their business, airport or organization; what their business or organization does; and what the participant does for a living, whether within or outside aviation. Participants can then tell their elected officials how and why they got involved in aviation, either as a career or avocation.

Also, the coalition urges participants to take a moment to explain what their respective organization does.

For instance, the Minnesota Aviation Trades Association (MATA) is a Minnesota non-profit trade organization chartered in 1945, whose purpose is to be a voice for the Minnesota aviation industry. Members consist of any and all aviation businesses, which serve the Minnesota aviation community. MATA works closely with the Metropolitan Airports Commission, Minnesota Office of Aeronautics, Federal Aviation Administration, other trade organizations, and local aviation authorities to address key issues important to Minnesota aviation and its members.

Participants who are members of other state and national

aviation organizations can likewise describe what their organization does to benefit aviation in the state and their local airport.

The coalition encourages participants to take time before their meeting to learn a few things about their elected officials by going to the Minnesota House and Senate website and clicking on the link to their elected officials. Having this knowledge beforehand can help with their conversation and shows interest in their elected official (<http://www.gis.leg.mn/OpenLayers/districts/>).

The coalition encourages participants to make sure their elected officials understand that the State Airports Fund is totally funded by “user fees.” In Minnesota, the fund consists of aircraft registration taxes, fuel taxes, aircraft sales taxes, and flight property taxes paid by the airlines. In Minnesota, there is no General Fund money deposited in the State Airports Fund.

Other talking points: Minnesota has one of the best systems of airports and air navigation facilities in the country, and is a large state geographically with a small population, when compared to the rest of the country. This means Minnesota receives less federal funds than most states. Thus, Minnesota’s Airports Fund has been used to build approximately half of all airports in the state, and is thereby vital to air transportation, tourism and economic development in Minnesota.

At the conclusion of each meeting, the coalition encourages participants to ask their elected officials if they have any questions, and if participants do not know the answers, they are to tell their elected official that they will get back to them with an answer or more information.

Most meetings are only 15 minutes in length, so it pays to be organized.

For additional information on “Minnesota Aviation Day At The Capitol, go to <http://mbaa-mn.org/aviationDay.cfm>.

Individuals and organization wishing additional information are urged to email Gordon Hoff at Gordon.hoff@comcast.net. □

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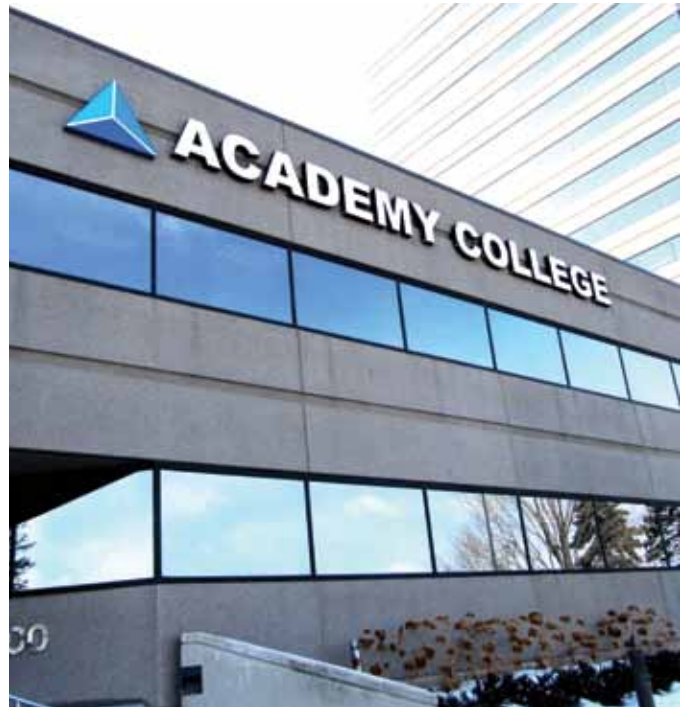
BLOOMINGTON, MINN. –Academy College, serving the Twin Cities for 80 years, currently offering certificates and two-year and four-year degree programs in aviation, aircraft dispatch, medical science, computer technology, and business/accounting, will host an OPEN HOUSE, Wednesday, April 20, 2016 from 4:00 to 7:00 pm to celebrate the college's anniversary. This event will include a special announcement about a new *"aviation scholarship."*

The open house will include tours of the campus, and an opportunity to meet and speak with faculty, staff and students currently enrolled in various programs at the college.

Pilot and radio personality, Al Malmberg, host of *"The World of Aviation"* on Minneapolis radio station, WCCO 830 AM, will make the announcement about the new aviation scholarship, and pre-record an upcoming program of *"The World of Aviation"* with special guests. *"The World of Aviation"* airs every Friday from 11:00 pm to midnight, and is sponsored by Academy College and Thunderbird Aviation.

Academy College is located at 1600 W. 82nd Street, Suite 100, Bloomington, Minnesota.

For additional information call Julie Falk at 952-851-0066 (www.academycollege.edu).



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New Wisconsin Weather System Available To Pilots

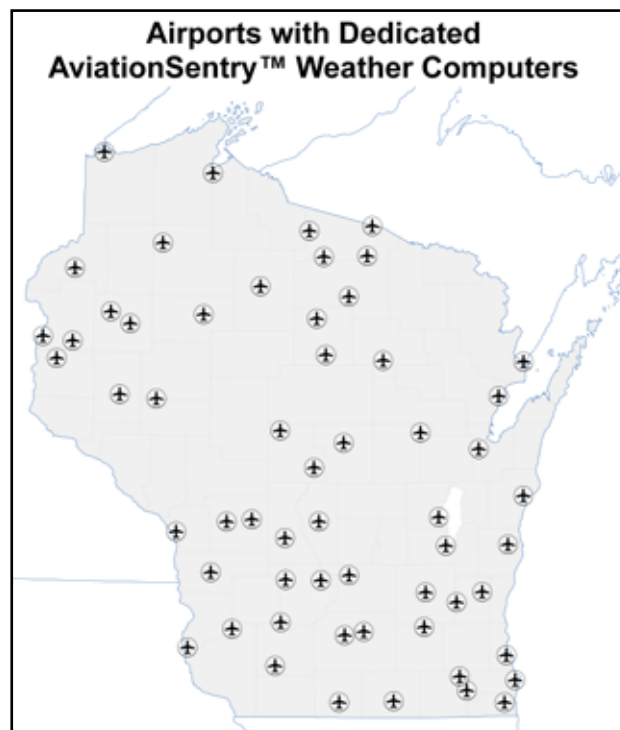
by Hal Davis

*Airport Compliance Manager
WisDOT Bureau of Aeronautics*



Hal Davis

Free, easy to use, accurate weather information is now at your fingertips. Late last year, the Wisconsin Bureau of Aeronautics partnered with Schneider Electric to provide pilots free access to AviationSentry™, a comprehensive, online source for aviation-specific weather information. I encourage you to read John Thivierge's article in this issue to find out about the many innovative features this tool can provide pilots. After doing so, go to our web page: <http://wisconsindot.gov/Pages/travel/air/pilot-info/weath-acc.aspx>, click the link, and sign up for free access to AviationSentry™. All you need is an email address. Once registered, you will be able to access AviationSentry™ from any computer, tablet, or smartphone with Internet access. In addition, dedicated computers to access AviationSentry™ are available at 57 airports throughout Wisconsin and two in the Michigan Upper Peninsula. By providing this service, we hope everyone takes the time to review current weather conditions prior to a flight.



Dedicated computers to access AviationSentry™ are available at 57 airports throughout Wisconsin and two in the Michigan Upper Peninsula.

Safe Flying Requires Accurate Weather Prediction

Learn How WisDOT's Bureau of Aeronautics Improves Flight Planning

by John Thivierge

*Director of Aviation Weather
Schneider Electric*

Flight conditions can change in the blink of an eye. One moment you'll see clear blue skies and feel the hot summer sun. The next moment, you may notice developing clouds and distant lightning flashes — and soon find yourself looking for a place to land.

In any season, particularly in the Midwest, fast-changing weather can impact your flight plan. Have you ever checked

conditions for an upcoming flight, expecting light winds and minimal turbulence, only to discover developing thunderstorms and high winds? Such changes not only require you to be on alert, but may also require adjustments to your flight plan.

Weather — An Industry Issue

Weather is the most significant factor in aviation safety and operational efficiency, causing more than 20 percent of all accidents and more than 70 percent of all delays worldwide. Having access to customized, real-time aviation weather

technology in advance of your flight is a must. As conditions change, your ability to make safe decisions is affected. The key is having accurate, around-the-clock aviation weather data at your fingertips.

“Weatherizing” The WisDOT Bureau of Aeronautics

On any given day, the Wisconsin Department of Transportation (WisDOT) supports a network of eight commercial service airports and 90 diverse general aviation public-use airports in the state. These airports provide worldwide access to Wisconsin’s communities for personal travel, business, tourism, emergency responders, agricultural spraying, and flight training.

To support better flight decisions and assist in the WisDOT Bureau of Aeronautics’ mission of improving aviation safety, Schneider Electric’s AviationSentry™ is now available to all Wisconsin pilots. This solution is a stand-alone, Internet-delivered weather system designed exclusively for the aviation industry. With it, you can view radar, satellite, winds, observed weather, storm corridors, lightning, and more, down to airport views. Within the United States, you can see real-time National Weather Service watches, warnings, and advisories, including areas of maximum impact. Even Temporary Flight Restrictions (TFRs) can be displayed as layers to show you all of the restricted airspace impacting your flights — plus you can click “get details” for full text information.

Weather Is Need-To-Know Information For Safe Flying

AviationSentry provides Wisconsin pilots with the most accurate forecast information available, ensuring safe and accurate flight decisions. Its speed and convenience helps you thoroughly plan for the weather at hand. With its advanced aviation weather tools, you’ll know if a flight needs to be rerouted, delayed, or cancelled due to developing severe weather.

Flight Hazard Tracking: The Big Picture

Our enhanced flight hazards forecasts include thunderstorm, turbulence, icing, and lightning forecasts for a very precise area and time period. This allows you to get ahead of the storm by viewing weather hazards like snow, ice, severe thunderstorms, hail, lightning, and even tornado cells before they impact a flight.

Turbulence Forecasts

Our enhanced flight hazards model offers full, state-of-the-art Eddy Dissipation Rate (EDR) turbulence forecasts. It provides an integrated view of the four kinds of turbulence: boundary layer, clear air, mountain wave, and convective. Specific EDR values are provided, and can be applied to any aircraft’s airframe-specific thresholds. They are also specific to several flight levels, from 050 to 530 feet.

Icing Forecasts

Today’s icing forecasts are typically “one size fits all.” This can create a lot of ambiguity as to when a particular aircraft might be more vulnerable to icing than those forecasts indicate.

Our enhanced flight hazards forecasts include aircraft-specific icing forecasts that use a universal, objective quantitative metric to calculate aircraft performance loss. This is then applied to ice accumulation for specific airfoils. Categories are

based on aircraft type: small, medium, and large — allowing you to better view icing conditions in relation to your aircraft. We also provide guidance to help classify specific aircraft into these three categories.

Thunderstorm Forecasts

Thunderstorms can create intense turbulence and icing. Avoidance is the best strategy, and accurate forecasts can help.

Our enhanced flight hazards forecasts include thunderstorm forecasts for a very precise area and time period. As with our turbulence and icing forecasts, we offer hourly forecast periods to support enhanced flight planning and following — both before and after departure.

We also provide maximum top values that indicate the top most altitude forecasted for that area of thunderstorms, as well as insight into the intensity of the storms measured in meters-per-second of vertical velocity. Convective turbulence and icing are best correlated to storm draft speeds or vertical velocity; the larger the updraft velocity, the more intense the accompanying turbulence and icing.

World-Class Weather Data Accuracy

The problem with generic weather information from the Internet is that it may not be up to date or location-specific. AviationSentry’s real-time, accurate, and customizable weather



The AviationSentry™ homepage can be used to easily show radar, satellite, METARs, and more in one place.

tools allow you to select your own parameters for targeted information. Radar images are updated every five minutes, and it uses a combination of computer models and value-added assistance from an in-house team of meteorologists to produce accurate forecasts out to five days.

AviationSentry utilizes the meteorologist's expertise and models to crunch thousands of bits of data, apply the laws of meteorology, and then deliver short and long-range forecasts. This type of weather information is far more accurate and detailed than the general information found on the Internet, television, or radio.

The "How To" of Planning & Filing A Flight

A one-stop-shop, AviationSentry not only helps you accurately determine

weather conditions, it also assists in flight planning and filing. To plan a route, simply drag the mouse across the map, pointing and clicking on your starting and ending points. The system collects current and developing weather data for the flight and works to determine a fast, safe route for you. Filing the flight plan is done via a DUATS interface, which is accessed by a toll-free number. Through the entire process, a convenient "weather en route" button indicates weather information along the flight, from departure to destination. You can access this information at any time for additional details.

Home User Access

Weather information for FAA-certificated pilots in Wisconsin is conveniently available on your

computer with the new WisDOT home users' system. This home weather briefing service is available through the department's website at <http://wisconsin.gov/Pages/travel/air/pilot-info/weath-acc.aspx>.

Click the link for AviationSentry and it will take you to the registration page to sign up for access. A password will be emailed to you after you complete the registration process. Then you can begin accessing complete weather information from your computer.

You'll Notice The Difference

Our top aviation weather scientists are dedicated to bringing you enhanced forecasts that easily integrate into your flight planning operations. You'll notice how the comprehensive, real-time information, forecasts, and hazard alerts help optimize your safety and efficiency. □

PEOPLE IN THE NEWS

World War II Pilot, Betty Strohfus, Leaves Us For Greater Mission!



Terry J. Baker of the American Aviation Heritage Foundation with Elizabeth Wall Strohfus at Anoka County - Blaine Airport, Blaine, Minn., August 22, 2015.



Dave Weiman of Midwest Flyer Magazine greets Elizabeth Wall Strohfus at the AOPA Fly-In at Anoka County - Blaine Airport, Blaine, Minn., on August 22, 2015.

FARIBAULT, MINN. – The lady who graced Minnesota aviation for decades at fly-ins and special events, has died at the age of 96. Elizabeth "Liz" Wall Strohfus of Faribault, Minnesota, who served her country as a Women Airforce Service Pilot (WASP) during World War II, passed away March 6, 2016. She was born in Faribault, Minn. on November 19, 1919.

In recognition of her service, Strohfus, and other WASP veterans, were awarded the Congressional Gold Medal of Honor in 2010 at special

ceremonies in Washington, D.C. Strohfus was also inducted into the Minnesota Aviation Hall of Fame in 2000, and is featured in an exhibit at the Richard I. Bong Veterans Historical Center in Superior, Wisconsin (www.bvhcenter.org).

Strohfus flew the Martin B-26 Marauder, P-39 Airacobra and T-6 Texan to train male combat pilots. She also served as a co-pilot on the B-17 Flying Fortress.

For additional information on this wonderful lady and her many contributions to aviation, refer to the Minnesota Aviation Hall of Fame website at www.mnaviationhalloffame.org. □

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Piper Recognizes Exceptional Salesmanship By Des Moines Flying Service Executive

VERO BEACH, FLA. – Piper Aircraft has recognized Regional Sales Manager John Textor of Des Moines Flying Service (DMFS) for his outstanding sales performance in 2015. Textor received Piper's "Highest Total Unit Sales in the United States Award" at the World Wide Dealer Sales Training meeting held at Piper Aircraft in Vero Beach, Fla., January 21, 2016.



John Textor

Des Moines Flying Service has been affiliated with Piper Aircraft, Inc. since 1939. During that time, the company has been a leading authorized Piper dealer and distributor, in addition to being a Cheyenne Sales Center. Headquartered in Des Moines, Iowa, DMFS represents Piper exclusively in seven Midwest states, with an ongoing mission of providing seamless aircraft sales and service.

"Piper is fortunate to have the level of support and extensive expertise from our exceptional dealer network," said Drew McEwen, Vice President of Sales and Marketing at Piper Aircraft. "Upon reviewing last year's sales, we found that John Textor's performance speaks for itself; his aircraft sales exceed expectations, and certainly warrant this award."

John Textor holds a Sales and Marketing degree from Iowa State University. With more than a decade of aircraft sales experience, Textor has been selling new Piper aircraft for 8 years with Des Moines Flying Service. He is a passionate aviator with more than 1800 hours, holding both multi-engine and instrument ratings. Textor is committed to his career, and attends all of Piper's PA-46 ground schools, as well as Piper sales and marketing courses.

Headquartered in Vero Beach, Fla., Piper Aircraft, Inc. offers aviators throughout the world efficient and reliable single and twin-engine aircraft. The single-engine M-Class series – the M600, M500, M350, and Matrix – offers businesses and individuals elegant performance and value. The Twin Class Seneca V and Seminole balance proven performance, efficiency, and simplicity in twin-engine aircraft. The Trainer Class Archer TX/LX, Archer DX, Arrow, Seminole and Seneca V form the most complete technically-advanced line of flight training aircraft in the world. All Piper airplanes feature advanced Garmin avionics.

For additional information, contact Des Moines Flying Service at 1-800-622-8311 (www.dmfs.com).



Minnesota Native Selected To Head Metropolitan Airports Commission

ST. PAUL, MINN. – Minnesota native, Brian Ryks, is being recommended by the executive committee of the Metropolitan Airports Commission (MAC) to replace Jeff Hamiel as Executive Director/CEO, who will retire May 16, 2016. The full commission will meet March 21 to confirm his appointment.



Brian Ryks

Brian Ryks will return to Minnesota with experience working at a variety of airports.

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



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Cassandra Isackson, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

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Upcoming Spring Events & Opportunities

by *Cassandra Isackson*

Director, Minnesota DOT Office of Aeronautics

Spring is almost here and we are excited about the beginning of another “season” of great aviation events and programs, and I have much to share with you.

We started our “take-off roll” with the Minnesota Aviation Maintenance Technicians Conference at the Earl Brown Conference Center, in Brooklyn Park, Minnesota, March 21-22, 2016. If you are a pilot and you do some of your own maintenance, you might want to attend this conference next year and learn about some of the newest tools, techniques, and guidelines for doing aircraft maintenance. Contact Darlene Dahlseide at darlene.dahlseide@state.mn.us or 651-234-7248 for more information.



Cassandra Isackson

Next, we will have the Minnesota Airports Conference at Maddens On Gull Lake, just north of Brainerd, Minnesota, April 20-22. This conference includes technical and safety presentations along with an awards and recognition program. There will also be industry vendors available to share the latest and greatest information and guidance to help you and your airport. For additional information contact: www.airtap.umn.edu/events/airportsconference/2016. By the way, this is a good conference for *airport board members* to attend!!

Then, April 29-30, 2016, at Anoka County/Blaine Airport (KANE), the Minnesota Pilots Association will hold their annual Great Minnesota Aviation Gathering. For more information, visit the Minnesota Pilots Association website at mnpilots.org. Also please stop by our booth. We'll be there both days!

On May 20-22, 2016, the annual Minnesota Seaplane Conference will take place at Maddens On Gull Lake in Brainerd. Aeronautics Aviation Representative Chris Meyer will be there to host the Minnesota Seaplane Pilots Association (MSPA) Spring Safety Seminar. For details on the seminar, please contact: christopher.meyer@state.mn.us. For

additional information on the Seaplane Conference, go to: www.mnseaplanes.com.

MnDOT Aeronautics staff will be on hand at the above events to answer your questions, share information, and to provide you with the Airport Directory, if you need one.

We are excited about the photo contest for the best aviation photo that was chosen to grace the cover of our 2016 Airport Directory! This is our first year doing the contest and our winner is Emmanuel Canaan! Registered aircraft owners should now be receiving the directory. We will announce when they are available on our website and also Facebook and Twitter. We will also have them at upcoming events we are attending. Keep in mind that we will be looking for photos later this year. Photos need to be high resolution (approximately 6 megapixels in *portrait* or 12 megapixels in *landscape*), featuring aviation in Minnesota. The photographer must be the one who submits the photo, and must provide us with the rights to use the photo in the Airport Directory or other publications and website/social media and other uses. Those who want to submit photos should watch our website for additional details and deadlines starting around August.

I want to remind you to check out our events page at: www.dot.state.mn.us/aero/. Then click on “Events.” We invite you to send us information about your aviation events. We can post it on our events web page. Send your information to: janet.dirtzu@state.mn.us. While we cannot attend every fly-in or event, we do try to go to several each year.

And don't forget to take our “What makes an airport Minnesota nice?” survey. You'll find it on the landing page at: www.dot.state.mn.us/aero/. You can also find the link on the pilot's information page under “weather links.” We really want your input!

One last thought. We know that pilots and mechanics are always in the learning and sharing mode. With that in mind we ask you to help us think of ideas and ways we can work together to reach more youth and get them interested and excited about becoming a part of the aviation family and seeking careers in aviation. If you already have an idea, please share it with us at: aeroinfo.dot@state.mn.us. □

A Seaplane Pilot At Work: Combining Conservation With Seaplane Flying

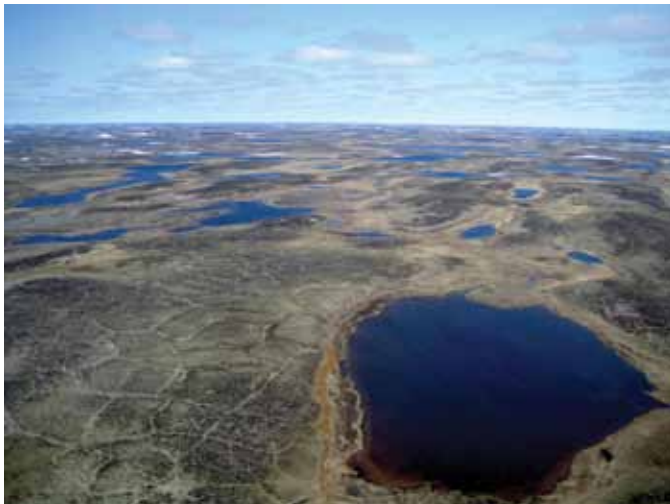
by Rachel Obermoller

Aviation Representative – MnDOT Aeronautics

Photos by Walt Rhodes, USFWS

How many different jobs can you name for a seaplane pilot? Most pilots could probably call up a few things a working seaplane pilot might do: charter, scenic air tours, flight instruction, flying for a remote lodge, and maybe even working for an airline in an exotic island locale. What this list leaves off are the pilots who use their ratings to accomplish their jobs – being a pilot isn't necessarily their job, but it helps them do the work they need to do.

At a former employer, I had the opportunity to work with pilots from around the globe as an instructor, ferry pilot, and maintenance test pilot. During my time there, I worked with several pilots from the U.S. Fish and Wildlife Service (USFWS). These pilot biologists use aviation as a



Water reigns in the far north.

Photo by Walt Rhodes, USFWS

means to accomplish the work they do, and are some of the most professional and safety conscious pilots I have had the privilege to fly with, and yet if you asked most of them what they do, you would hear them tell you about the conservation work they do, the species of bird they specialize in, or how they are biologists first and foremost.

These biologists are a lot of fun and are also excellent pilots, so I wanted to find out firsthand what their job requires, how they train for the flying they do, and what the average seaplane pilot can learn from them. I reached out to Walt Rhodes, one of pilots I did some flying and training with in the past, to find out a little more about flying for the USFWS and get some insight as the Midwest seaplane season gets started.

Walt's background in conservation started long before he came to aviation. With a B.S. degree in Forestry and Wildlife and an M.S. degree in Wildlife Management from

Virginia Tech, he worked as a wildlife biologist for the South Carolina Department of Natural Resources. Research during graduate school ultimately led

him to become a pilot, but through a unique route. "I studied wintering habitat use of canvasbacks on Chesapeake Bay, partly which involved some aerial daytime surveys and weekly nighttime telemetry surveys," he told me, "...and because of my aerial survey waterfowl experience for my graduate work, I began flying waterfowl surveys for the state as an observer. The pilot was a USFWS pilot-biologist who began recruiting me, thinking I might be good at the job and enjoy it."

In 2004, three months of flight training led to a private pilot certificate in December, an instrument rating the following spring, time building, and a commercial license that summer. To build the 500 hours required to be hired as a pilot by the USFWS, Walt bought a 1963 Cessna 172. He was hired in February 2008 as a pilot biologist. Seaplanes are an important asset in the work the USFWS does "because ducks like water, [and] most of our operations, except for in the prairies, are conducted by seaplanes." Many of the pilot biologists are seaplane pilots as a result, so Walt trained with Charlie Hammonds in Houma, Louisiana for his seaplane rating. "My first fun flying with seaplanes after passing my checkride was landing in narrow cypress canals in LA with Charlie...what a hoot!"

Since earning his seaplane rating, Walt has been assigned to a Cessna 206, Cessna 185, and now the Quest Kodiak, all on amphibious floats. These pilots train on a wide variety of topics, both to initially qualify to fly each make and model of aircraft, and also on a recurrent basis.

"Flying seaplanes, water-ditching is required, with a two-year refresher," said Walt. He continues "[It is] the best training anyone who flies floats could ever get." In addition, USFWS pilots train on general topics like crew resource management (CRM), security, risk assessment, survival, first aid, CPR, and a bi-annual full week ground school and recurrent simulator



Docked at a private cabin in Saskatchewan.

Photo by Walt Rhodes, USFWS



Kodiak amphib offshore over the Atlantic Ocean. Photo Courtesy of Walt Rhodes, USFWS



Remote fueling out of drums in the arctic.

Photo by Walt Rhodes, USFWS

they could not reach with wheeled aircraft, in addition to improving safety during low-level flying over water. They also operate remote banding camps, and some locations are inaccessible by road or airport. Seaplanes allow them to set up camp, move in personnel, and resupply the camp while they operate in that location for up to a month.

When asked what he likes most about his job, he replies, "I've been fortunate to see nearly all of North America from the arctic to Mexico at 150 feet above the ground (and higher when ferrying). It is awesome to be able to see these landscapes and their wonders, including monitoring wildlife across the entire annual cycle. It is an awesome responsibility and privilege, and one that I don't take for granted and would never abuse. There are very few people that do what I do and I appreciate that opportunity every day, as well as the burden on my family while I'm away during [wildlife] surveys. I couldn't do it without their support. I also enjoy meeting all of the people that we do across the landscapes."

I asked Walt to elaborate on some of the people he has met and stories of the flying he has done, and he told me how he first took for granted how much land there is to explore and how interesting each community is. As he has gotten to know the people in each place he has visited, he's found interesting stories, a rich history, and innovative people.

He shared a story about a transient handyman who flies a 1948 Taylorcraft on floats out of Kasba Lake on the border between Nunavut and the Northwest Territories in Canada. He flies from lodge to lodge, and community to community, repairing things and working as he goes. He's since seen this yellow Taylorcraft flying around throughout Canada, but he never would have learned the story about how this man uses his seaplane to make a living if he hadn't been interested in the yellow seaplane they saw at the dock when they were flying surveys out of the area.

There is a lot of work to be done during flying season, and the USFWS pilots stay busy and are gone from home for long stretches of time. "The big aerial push for me is from May to early June in northern Canada, and can extend for another period during the last two weeks of June into early July in the arctic. This is one of our core surveys monitoring breeding waterfowl populations," Walt explains. They wait for the light to be ideal for the survey, minimizing shadows they might get on the water from the surrounding forests, and then they are airborne from about 0900 until 1600, with a short

and aircraft training in the Kodiak.

Much of the flying the USFWS does involves seaplanes. Floats provide options and allow them access to areas

break for food and rest in the middle of the day. Before the flying even starts though, they are monitoring weather, making sure the aircraft is ready to go, and taking care of all of the other details which need to be resolved that day.

After the flying ends, there is data to finish recording, weather to check for the next day, dinner to eat, and then it's time to rest before the routine begins again the next day.

He tells me he has been fortunate to find Internet service in many of the locations he visits, meaning he has good access to weather information, the ability to communicate with family at home, as well as colleagues. The long stretch of surveys and then duck banding in August takes him away from home for weeks, but the surveys they conduct in fall and winter are typically shorter, lasting a few days.

Flying can be challenging in the areas where these pilots operate. While the majority of flying is done VFR, they need to be prepared to shoot an instrument approach, especially if coastal fog rolls in. Filing IFR in VFR conditions when possible also offers opportunities to stay proficient on procedures and working with ATC. Sometimes, IFR isn't an option though, as they are on floats and not equipped for icing conditions. The weather is one of the most challenging aspects of the job, he tells me, and "it

can be frustrating, but when you realize you can't change it... shouldn't push it, it makes it challenging in a fun sort of way, and you don't always have to go, which is the biggest part of the equation." They're often looking at weather for several days out; part science, part art, and part game of chance, but he enjoys reading the forecasts and model discussions and seeing how his analysis pans out.

Much of their work during surveys is flown at a low level, so they wear flight suits and helmets in this environment as safety precautions. Additionally, they carry necessary survival gear both on their life vests, and in the aircraft. "It depends on the operation," he tells me, "but mostly a fully stocked inflatable PFD (personal flotation device). It includes the



Sometimes you see interesting things when flying seaplanes offshore in the Atlantic Ocean.

Photo Courtesy of Walt Rhodes, USFWS



Sea fog rolling in off Queen Maud Gulf in the arctic is a constant consideration by pilots.

Photo Courtesy of Walt Rhodes, USFWS



Survival suits are worn during extended overwater operations.

Photo Courtesy of Walt Rhodes, USFWS

following items: water purification tablets, space blanket, HEEDs bottle (helicopter emergency egress device, a type of short duration underwater breathing

system), multi-purpose tool, [signaling] laser, matches, seat belt cutter, portable satellite phone, and PLB (personal locator beacon). Onboard is also a full survival kit, including much of the same stuff, but also rope, a cooking stove, food, pots, a first aid kit, and sleeping bags. For extended overwater operations, a life raft is onboard. The plane also has an in-panel satellite phone.” These pilots go out with the gear they need to survive and be rescued in the event of an accident, incident, or mechanical failure, and they carry the necessary items on their body so it goes out the door with them – a good practice for all pilots, especially seaplane pilots.

Because they are flying with at least one other person when doing surveys, crew resource management is important. While the observer is often not a pilot, they are still a critical crewmember, as their presence allows the pilot to concentrate on flying and leave the bird watching to another set of eyes. This means a good briefing between those onboard is important, because as Walt explains, “Being in the low-level environment, it’s imperative that your crew member is intimately involved in the flight. You also have to respect their comfort level, too, and they have the right to cancel or abort a flight if they’re uncomfortable.”

Walt is quick to reiterate that he goes through seasons of intensive float flying and seasons where more time is spent in the office, on the ground, or operating from airport to airport with little opportunity to get on the water. Just like seaplane pilots who spend their winters locked in by ice, and other pilots who might not fly much over the winter, he spends time at the beginning of each season refreshing his seaplane flying. “I try to periodically hit the water throughout the year, and concentrate on some intensive water work prior to leaving for Canada in May,” he shares, and then goes on to describe one of the training activities he learned from an instructor. This instructor was a check pilot from the Office of Aircraft Safety who also trains with him periodically, and during that year’s brush up, he threw an inflated balloon out the window of the plane. He tells me it works well if the wind isn’t too strong, and in the middle of the water he had the opportunity to practice approaching the balloon, which was bobbing on the water, from various directions and using a variety of techniques.

Conversing with Walt, it becomes clear that these pilots

work hard to maintain their professionalism, are always considering safety and thinking about how to best accomplish their tasks, but also enjoy the opportunities seaplanes afford them and have

a lot of fun doing their jobs. This group of working pilots is just another example of one of the multitude of occupations available to a pilot, and Walt is a terrific example of a pilot who found a way to combine two interests into a career.

If you see an orange Kodiak out and about, chances are it is a USFWS pilot, and I suggest you introduce yourself and ask them to tell you a little bit about their work. You’ll be impressed at their aviation knowledge, as well as the work they do to protect the environment, which seaplane pilots enjoy so much. □



Docked at Frontier Lodge in Snowdrift, NWT.

Photo by Walt Rhodes, USFWS



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Fourth Building At National Museum of U.S. Air Force To Open June 8



by Rob Bardua

National Museum of the U.S. Air Force

DAYTON, OHIO – A \$40.8 million building at the National Museum of the U.S. Air Force, which will include aircraft, such as SAM 26000 (Air Force One) and the only remaining XB-70 Valkyrie, will open to the public on June 8, 2016.

The 224,000 square foot building, which was privately financed by the Air Force Museum Foundation, will house more than 70 aircraft, missiles, and space vehicles in four new galleries – Presidential, Research and Development, Space and Global Reach, along with three science, technology, engineering and math (STEM) Learning Nodes.

Construction of the building, which is the fourth building at the museum, first began in July 2014, and was built by Turner Construction Company and overseen by the U.S. Army Corps of Engineers, Louisville District.

The museum's restoration division is currently moving aircraft into the building and assembling other artifacts for display, such as the massive Titan IVB space launch vehicle and satellite booster rocket weighing 96 tons.

According to museum director, Lt. Gen. (Ret.) Jack Hudson, the public can now begin making their summer travel plans to visit the museum and see the exhibits in this new building. The museum is within a day's drive or flight of more than 60% of the U.S. population, and with free



The fourth building of the National Museum of the U.S. Air Force is to the far right in this photo.
National Museum of the U.S. Air Force Photo


admission and parking, it is well worth a visit.


Although the building will open to the public on June 8, special weekend activities and demonstrations are being planned to continue celebrating the building's opening, June 11-12. More information on these events will be released as it becomes available.

The National Museum of the U.S. Air Force, located at Wright-Patterson Air Force Base near Dayton, Ohio, is the world's largest military aviation museum. The museum features more than 360 aerospace vehicles and missiles and thousands of artifacts amid more than 19 acres of indoor exhibit space. Each year approximately one million visitors from around the world come to the museum.

For more information about the National Museum of the U.S. Air Force, go to its website (www.nationalmuseum.af.mil) or call 937-255-3286.

The Air Force Museum Foundation was established in 1960 as a philanthropic, non-profit organization to assist the Air Force in the development and expansion of the facilities of the National Museum of the United States Air Force, and to undertake and advance programs and activities supporting the museum. The foundation raises funds through its membership program, the museum theatre, store, flight simulators and Valkyrie Café, as well as from direct donations. For additional information on the foundation, go to www.afmuseum.com.

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An overview of the interior of Building 4.
National Museum of the U.S. Air Force Photo



The world's only remaining XB-70 could fly three times the speed of sound and was used as a research aircraft for the advanced study of aerodynamics, propulsion and other subjects. Research and development aerospace vehicles represent advances in technological problem solving and will increase the museum's opportunities to teach science, technology, engineering and mathematics (STEM) themes and principles.

Tom Briden Photo



Lockheed C-141 Starlifter, nicknamed the "Hanoi Taxi," became famous for bringing back the first prisoners of the Vietnam War in "Operation Homecoming."

National Museum of the U.S. Air Force Photo



The new Space Gallery showcases the Space Shuttle Exhibit featuring NASA's first Crew Compartment Trainer (CCT-1), a high-fidelity representation of a space shuttle crew station used primarily for on-orbit crew training and engineering evaluations.

National Museum of the U.S. Air Force Photo



Boeing VC-137C, also known as "SAM" (Special Air Mission) 26000, was used by eight presidents – Kennedy, Johnson, Nixon, Ford, Carter, Reagan, George H.W. Bush and Clinton – in addition to carrying heads of state, diplomats and other dignitaries and officials, on many historic journeys.

Tom Briden Photo



The unmanned Boeing X-40A was the first-phase flight test vehicle for the U.S. Air Force Space Maneuver Vehicle (SMV) program that began in the late 1990s. The SMV program aimed at developing a new generation of small and reusable, highly maneuverable space vehicles for deploying satellites, and surveillance and logistics missions. This test aircraft was a 90 percent scale version of what would later be designated the X-37 space plane. The X-40A made a total of seven successful flights in support of the X-37 program.

Tom Briden Photo



The World War II Gallery at the National Museum of the United States Air Force.

National Museum of the U.S. Air Force Photo



Missile and Space Gallery at the National Museum of the U.S. Air Force.

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Harvesting The Data Storm

Northland Community & Technical College's Geospatial Intelligence Analysis Program: Riding the Wave of the UAS Tsunami

How does Northland Community & Technical College's (NCTC) Geospatial Intelligence Analysis Program tie into general aviation and Unmanned Aircraft Systems (UAS) technology?

Changes in UAS regulations and requests for Section 333 Exemptions have been, and continue to be, growing exponentially. In April of 2015, the number of requests was around 99; in June 2015, it was around 524; and to date, there are more than 3500. Reports of UAS (drone) sales to farmers around the United States for Christmas 2015 were estimated at 45,000 (*Grand Forks Herald, January 21, 2016*). With the rising use of UAS and the ever-increasing requests for Section 333 exemptions, the volume of imagery and data collected by these aircraft will amount to a virtual tidal wave of information. How can all that newly acquired imagery and information be processed? Who will be able to do it?

If you want to ride the wave of the UAS Tsunami, you don't want to be standing on the beach when it crests. Where you want to be is out ahead of the crest, waiting for the swell. How do I get to the swell? Grab your board and follow me...to NCTC.

What is the Geospatial Intelligence Analysis Program at NCTC? The Geospatial Intelligence Analysis Program at NCTC contains the Imagery Analysis Certificate and the Geospatial Intelligence Analysis AAS Degree. It is designed

to prepare students to, in basic terms, identify an issue, take a picture, gather information, combine the picture and information on a Geographic Information System (GIS) like Google Earth, and use that to assess the issue and find a resolution.

The Imagery Analysis Certificate concentrates on

distinguishing imagery from a variety of sources, cameras, radar, satellites, and identify what information the image is showing. Students learn to identify key features and precise measurements and interpret how the imagery relates to maps and charts. Students acquire a variety of skills ranging from UAS general knowledge to a precise depiction of the imagery objective. Students receive hands-on training with many forms



of imagery to include still satellite imagery, full motion video and UAS-derived imagery.

The Geospatial Intelligence Analysis AAS Degree takes a student through the end-to-end process of planning, preparing, and conducting Geospatial Intelligence Operations from the customer's request, to determining how to collect the information, such as identifying weed growth, to analyzing and producing a geospatial product like geo-referenced polygon layers that answer the customer's needs. These products can then be turned into actionable products, in this example precision agriculture prescriptions for automated fertilizer or herbicide application.

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Northland Community & Technical College is a member of the Minnesota State Colleges & Universities system and is an Equal Opportunity employer and educator.



What we are doing at NCTC? *Paddling into position.*

Working in coordination with the UAS programs under a grant from the Minnesota Department of Agriculture, we were able to use the University of Minnesota Magnusson Research Farm near Roseau, Minn., to fly imagery missions with a Sentera Phoenix fixed-wing UAS over some of the test plots to gain imagery and data for use in crop analysis and precision agriculture. Some of the current projects we are working on are weed mapping, aphid (insect) infestation, and drainage issues. Combining imagery with historical data and pattern analysis can help to provide predictive analysis of growth patterns, persistence issues, and potential yield changes.

In gathering and processing the images for use in precision agriculture, we gained some valuable insights and a couple of lessons learned. One of the lessons we learned early on was the large number of variables that can affect the quality of the images. Some variables are out of our control, such as wind, crop movement and clouds.

Other variables, such as altitude, aircraft speed, and sensor angles can to some extent be controlled or mitigated. One of the big benefits of utilizing Small Unmanned Aircraft Systems (sUAS) for capturing the imagery is the ability to more finely adjust movement of the aircraft and sensors to help address these issues.

What is Geospatial Information? Geospatial Information is defined as “information that identifies the geographic location and characteristics of natural or constructed features and boundaries on the earth and includes: (A) statistical data and information derived from, among other things, remote sensing, mapping, and surveying technologies; and (B) mapping, charting, geodetic data, and related products.” (10 U.S.C. 467 (4)). We take the geospatial information and further enhance or develop it in ArcGIS. ArcGIS is a very dynamic Geographic Information System (GIS) that allows for a wide spectrum of geographic and geospatial analysis and exploitation in order to be able to produce Geospatial Intelligence.

What is Geospatial Intelligence and how is it different from Geospatial Information? Geospatial Intelligence is defined as “the exploitation and analysis of imagery and geospatial information to describe, assess, and visually depict physical features and geographically referenced activities on the earth. Geospatial Intelligence consists of imagery, imagery intelligence, and geospatial information.” (10 U.S.C. 467 (5)) Once you’ve gathered the imagery, information, and data, you

can begin to combine, organize and analyze it into a fused geospatial product.

Part of our work with the Minnesota Department of Agriculture is doing drainage assessments. Gathering and coordinating data from the local watershed district to identify current ditch networks, and combining that information with data and imagery from the Minnesota DNR greatly assists us in analyzing water flow patterns and potential secondary and third order effects of drainage and tiling adjustments.

The swell before the storm. With the ability to gather all this information, imagery, and data, together with the corresponding analysis, the potential uses for these

geospatial products and applications throughout business and industry is limited only by one’s imagination. From county plat maps, watershed districts, livestock tracking, law enforcement and emergency management, search and rescue operations, DNR tracking of forestry and wildlife, to construction site selection, bridge inspections, and

marketing demographics. The possibilities are endless.

You’ve got the training; the swell of demand is growing; time to ride the Tidal Wave of Information.

As with anything involving large amounts of information and/or data, organization is paramount. How you organize and store your information for easy use and retrieval can often determine success or failure. There are many good systems out there that can help you achieve this goal. However, the best systems are those that are interoperable, meaning they can interface with the other systems in your toolkit. Whichever systems you use, this should be the key feature.

As the imagery and current/historical data is recorded, analyzed and used to produce GIS products in answer to consumer needs, it will raise additional requests or demands on technology. These needs will drive geospatial technology development, which in turn will drive UAS and aircraft design and development. New development and maintenance demands will appear for UAS and aircraft technicians and engineers, which in turn will drive new career pathways in geospatial technology. **Surf’s up! Time to ride the wave.**

NOTE: This material is based in part upon work supported by the National Science Foundation (DUE 1501629). Any opinions, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the views of the National Science Foundation. □





"Flying to Miminiska Lodge is an exciting, yet peaceful adventure we look forward to each year. If you like to fly, fish and socialize with other pilots, there's no better place! Hope to see you there in August."

(Photo taken at Pickle Lake, Ontario by Dave Weiman)

Rick & Rosie Zahasky
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Waiver of Liability & Disclaimer: The Canadian Fishing Fly-Out To Miminiska Lodge is a service of Wilderness North. Dave Weiman is acting only as a fellow participant, and neither he nor Midwest Flyer Magazine, Flyer Publications, Inc., nor their staffs and owners, or anyone else affiliated with the magazine, assume any responsibility or liability for the participation of others on the trips or for the trips themselves, and do not assume any responsibility for the reliance upon the information contained herein or elsewhere. It is the responsibility of each participating pilot to verify all information prior to departure, including, but not limited to rates, regulations, airports, fuel, navigation and customs, and to seek information from a variety of sources including, but not limited to AOPA, EAA, Nav Canada, Federal Aviation Administration, and U.S. and Canada Customs.

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

APRIL 2016

5-6 **DEADWOOD, S.D.** - South Dakota Airports Conference at The Lodge. April 5 (Tuesday) will be sponsor meetings, and April 6&7 will be the conference.

5-10 **LAKELAND, FLA.** - Sun 'n Fun.

19-20* **COLUMBUS, OHIO** - Ohio Airport Conference at Sheraton Hotel. www.ohioaviation.org/awss/OAA/pt/sp/conference

20* **BLOOMINGTON, MINN.** - 80th Anniversary Open House 4-7pm for Academy College, 1600 West 82nd Street Suite 100, Bloomington, Minnesota. Al Malmberg from WCCO "World of Aviation" will announce a new Aviation Scholarship from Academy College. Campus tours and meet faculty, staff & students. 952-851-0066. www.academycollege.edu

20-22 **BRAINERD, MINN.** - The annual Minnesota Airports Conference will be held at Maddens Conference Center. The conference, held in conjunction with the Minnesota Council of Airports annual meeting, also includes technical and safety presentations, an industry trade show, and an awards and recognition program. www.airtap.umn.edu/events/airportsconference/2016/

29-30* **BLAINE, MINN. ANOKA COUNTY** - Blaine Airport, Janes Field (KANE), Golden Wings Museum, 8797 Airport Road, Blaine, MN 55449. 2016 Great Minnesota Aviation Gathering. Exhibitors, Safety Seminars, Forums, Museum Tours, Meet With Other Pilots from across the Upper Midwest. Sponsored by the Minnesota Pilots Association: www.mnpilots.org. 763-494-7744.

29-5/1* **DAYTON, OHIO** - Bonanza & Baron Pilot Training (BPT) Clinic: 970-206-0182, 817-988-0174, or visit www.bonanzapt.com.

30 **BLOOMINGTON, MINN.** - Minnesota Aviation Hall of Fame Induction Banquet at the Ramada, Mall of America Hotel. 800-328-1931. www.mnaviationhalloffame.org/award.html

MAY 2016

2-4 **OSHKOSH, WIS.** - 2016 Wisconsin Aviation Conference at the Best Western Premier Waterfront Hotel & Convention Center (920-230-1900). For additional info email: bob@thewisconsinriver.com or call 815-757-2869.

4-5 **CARBONDALE, ILL.** - 2016 Illinois Aviation Conference at SIU Airport

Campus. www.illinoisaviation.org

7* **ABILENE (K78), KAN.** - Airport Open House & Pancake Breakfast. 785-263-3970. Check NOTAMS.

20-22 **BRAINERD, MINN.** - 2016 Minnesota Seaplane Safety Seminar held at Madden's On Gull Lake: Register: 651-234-7207. Lodging: 800-642-5363. www.mnseaplanes.com

21 **BEAUFORT (MRH), N.C.** - Regional AOPA Fly-In at Michael J. Smith Field. www.aopa.org/Community-and-Events/AOPA-Fly-In/2016

22 **Brodhead (C37), Wis.** - Pancake Breakfast starting at 7am.

28-29* **COLUMBUS, Mo.** - Memorial Day Weekend Free Airshow: salute.org

JUNE 2016

2-5 **JUNCTION CITY (3JC), KAN.** - 7th Annual National Biplane Fly-In celebration of all things with 2 wings held at Freeman Field.

3-5* **WOODRUFF, S.C.** - Annual Recreational Aviation Foundation (RAF) Weekend at Triple Tree Aerodrome. www.TheRAF.org

4-5* **BLAINE (ANE), MINN.** - Discover Aviation Days Fly-In/Drive-In At Anoka County Airport - Blaine (Janes Field) with event from 7am to 4pm each day. Pancake Breakfast from 7:30am-11:30am & Lunch from Noon-3pm. Golden Wings Museum Tours. Kids Activities for young flyers. Hangar Dance Saturday Night! Many events. www.discoveraviationdays.org: 763-568-6072.

5 **WILD ROSE (W-23), Wis.** - Pancake, eggs, sausage, applesauce & more Breakfast 8-11am. Pig Roast (Pork-Beef-potato salad-Beans & more) 11:30am till gone at Wild Rose Idlewild Airport. Rain or Shine. 715-513-0911.

5* **DeKALB (DKB), ILL.** - Pancake Breakfast 8-11:30am.

11* **PRAIRIE DU SAC (91C), Wis.** - Traditional fly-in with many special family activities, 7am - 4pm. 608-577-3754.

18* **BEMIDJI, MINN.** - Pancake Breakfast 8am-1pm.

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- 19 **CANBY (CNB), MINN.** - Father's Day Airshow & Fly-In. Fly-In 7:30am-12:30pm Dad's Belgium Waffles. Airshow starts at 1pm. 507-828-0323.

JULY 2016

- 1-2 **PHILLIPS (PHB), Wis.** - Price County Airport Fly-In/Float-In (Airshow: Friday 7pm & Saturday 11am). **Breakfast, Lunch & Dinner at Harbor View Pub & Eatery. Also band 8pm-Midnight.** 715-339-3701 or 715-339-2626.
- 15-16* **GOSHEN, IND.** - Rotors 'n Ribs Fly-In & Air Show. 15th 5-10pm. 16th 10am-5pm. www.rotorsnribs.com
- 16 **WASHINGTON ISLAND (2P2), Wis.** - 63rd Annual Washington Island Fish Boil Fly-In, 11:00 am to 1:00 pm, Washington Island Airport, Wis. (2P2). No fee for tie-downs or camping. Lodging also available: 920-847-2448 or 920-847-2147 (www.WashingtonIsland-wi-gov and www.WashingtonIsland.com). Sponsored by the Washington Island Lions Club.
- 16* **BEMIDJI, MINN.** - Pancake Breakfast 8am-1pm.
- 16-17* **EDEN (FCM) PRAIRIE, MN** - AirExpo 2016 at Flying Cloud Airport. wotn.org/node/81
- 23-24 **SIOUX FALLS (FSD), S.D.** - "Power on the Prairie" Air Show.
- 25-31 **OSHKOSH, Wis.** - EAA AirVenture

Oshkosh, Wittman Regional Airport. www.eaa.org

AUGUST 2016

- 4-7* **SOUTH BEND, IND.** - Great Lakes Aviation Conference at the Hilton Garden Inn and Saint Marys Inn. Contact person - Mike Daigle 574-233-2185 glcaaae.org
- 8-11 **MIMINISKA LODGE, ONTARIO - 2016 Canadian Fishing Fly-Out. 3-Night/2-Day Trip.**
- 8-13 **MIMINISKA LODGE, ONTARIO - 2016 Canadian Fishing Fly-Out. 5-Night/4-Day Trip.**
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- 13* **RICE LAKE, Wis.** - Rice Lake Regional Airport Fly-In Pancake Breakfast: 7 AM to 10 AM. Lunch: 11 AM- 2 PM (free for pilots flying in). Military, Model Aircraft, Car and Motorcycle displays. Helicopter Rides. Kids Candy Drop. Parachute Jumpers. For further information, email mike@ricelakeair.com
- 14 **LINO LAKES, MINN.** - Minnesota Seaplane Pilots Association Pig Roast, Surfside Seaplane Base. www.mnseaplanes.com
- 20 **BREMERTON (PWT), WASH.** - Regional AOPA Fly-In at Bremerton National Airport. www.aopa.org/Community-and-Events/AOPA-Fly-In/2016

- 20* **GLENCOE (KGYL), MINN.** - Sweet Corn & Bratwurst Fly-In. 10am - 2pm. www.eaaul92.weebly.com
- 20* **BEMIDJI, MINN.** - Pancake Breakfast 8am-1pm.

SEPTEMBER 2016

- 5* **HINCKLEY (02C), ILL.** - Pancake Breakfast 8-11:30am.
- 17 **BATTLE CREEK (BLT), MICH.** - Regional AOPA Fly-In at WK Kellogg Airport. www.aopa.org/Community-and-Events/AOPA-Fly-In/2016
- 24 **CLINTON (CWI), IOWA** - Fly Iowa with a Space County, USA theme to celebrate the county's history in aerospace and aviation.
- 26 **EDEN PRAIRIE (FCM), MINN.** - Chili Cook-Off/Feed & Open House at Modern Avionics 9am-1pm. Anyone interested in entering the chili contest, please call or email Gloria 952-941-2783 or gloria@modernaviations.com.
- 29-30* **KANSAS CITY, Mo.** - 4 States Airport Conference at Kansas City Downtown Marriott. www.kansasairports.org

OCTOBER 2016

- 1 **PRESCOTT (PRC), ARIZ.** - Regional AOPA Fly-In at Earnest A. Love Field. www.aopa.org/Community-and-Events/AOPA-Fly-In/2016

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David:

Congratulations on being named the Minnesota Aviation Hall of Fame Writer of the Year! Your spirited and informative publication *Midwest Flyer Magazine* is a benefit to all Minnesotan and Upper Midwest flyers and aviation businesses. We claim you as a Minnesota native, but your editing and producing the Flyer enhances the aviation experience of us all. We are happy to present the "Aviation Writer of the Year Award" to you in the hopes that you and your legacy can continue the fine tradition you have created. Again, congratulations from our board!

Noel Allard, Chairman
Minnesota Aviation Hall of Fame
Bloomington, Minnesota

Thanks, Noel:

It will be an honor to accept the award at the *Minnesota Aviation Hall of Fame* banquet on April 30, 2016 at the Ramada Mall of America in Bloomington, Minnesota.

Dave Weiman
Editor/Publisher
Midwest Flyer Magazine

Harold (Green):

I read with great interest your article on traffic patterns (Pilot

Proficiency, Dec 2015/Jan 2016). I think it is a good idea to remind pilots of the correct procedure for approach, landing, and departing from an uncontrolled airport. However, I do have to say that you did leave out some important information on the correct terminology to be used at such airports.

In your article, you gave a typical pilot report for someone approaching an airport. You wrote: "Typically, we say something like Piper 12345, 5 miles west, landing Morey Airport."

This would have been a perfect place to put in the correct procedure. According to AIM chapter 4-1-9.G.6.A (examples), the pilot should announce:

1. Name of the airport he/she is approaching.
2. Aircraft type.
3. Registration number.
4. Altitude.
5. Position in relation to the airport.
6. How they intend to enter the pattern.
7. What runway they intend to land on.
8. Full stop or touch and go.
9. (Repeat) Name of the airport he/she is approaching.

While I think your idea of letting the other pilots know the performance of their aircraft is a good idea, it is not mentioned in the AIM.

Your personal experience with a throttle jockey flying by you while in the pattern is a case study of a pilot who is only concerned about himself, and in the process, is putting your and his life in jeopardy. I can only hope that you had a conversation with this guy later.

Richard Schmidt
Light Sport Pilot
Plymouth, Minnesota

Dear Richard:

Thank you for reading my article and taking the time to share your thoughts. I agree with the AIM procedure list you mentioned, however, I wrote the article directed toward people like yourself who already have an appreciation for what is proper procedure and omitted several items that could have been included, but due to limited space, were not.

As to the pilot flying the aircraft I referred to, yes, we did have a conversation after we were on the ground. Unfortunately, he was not very receptive to constructive criticism.

Harold Green, CFII
& FAA Team Representative
Morey Airplane Company
Middleton Municipal Airport
Morey Field (C29)
Middleton, Wisconsin

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