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APRIL/MAY 2006



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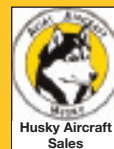
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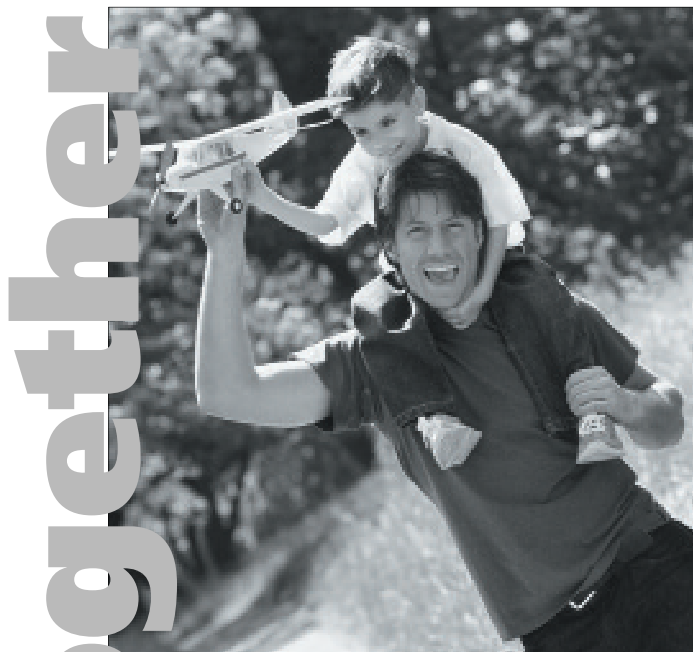
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MIDWEST FLYER MAGAZINE

APRIL/MAY 2006

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Quality Work by Airport Development Professionals A Focal Point of All State Aviation Conferences

by Dave Weiman

In the months of April and May, the states of Minnesota, Wisconsin and Illinois will hold their annual state aviation conferences and airport symposiums, and we are proud to feature these events in this special "pre-conference" issue of *MIDWEST FLYER MAGAZINE*.

The focus of each conference and symposium is on "airport development and services," and how airports and their commercial tenants can better serve their customers.

Guest speakers will discuss everything from the latest products in runway paving, and state and federal funding, to new aircraft technology. Whether it is the introduction of Very Light Jets, Light Sport Aircraft, the Cirruses, the Columbias, or the new Airbus 380 super jumbo jet, airports and airport businesses need to know how they can best accommodate this evolving technology.

This is where airport design and development comes into play. Runways, taxiways, ramps, terminals, hangars, fuel storage systems, runway lighting systems, air traffic control towers, navigational approach systems, and parking lots and ramps all need to be designed and built to meet aircraft and security requirements, while keeping in mind such issues as snow removal, wildlife control, water runoff and diversion, and the environment.

Without question, airport development is exciting and challenging, and relates to your flying more than you might realize or appreciate.

In the ensuing pages of this issue, read about new airports and airport development projects in Minnesota, Illinois, North Dakota and Wisconsin, as well as headline speakers and topics at the upcoming state aviation conferences and symposiums.

Also in this issue is information on the upcoming annual "Midwest Flyer Magazine Canadian Fly-Out," August 24-28. (See special announcement on page 29, and the article beginning on page 46).



dialogue

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November 1	December - January
January 1	February - March
March 1	April - May
May 1	June - July
July 1	August - September
September 1	October - November

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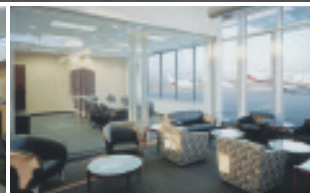
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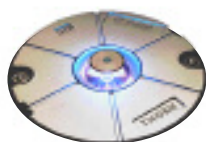
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MINNESOTA AIRPORTS SYMPOSIUM

Second Generation In Place As Willmar Makes Transitions In Aviation

Willmar, Minn., Site of 2006 Minnesota Airports Symposium



Photo by Dave Weiman

Newly appointed Willmar airport manager, Melissa Galvan, in front of the new terminal building.

WILLMAR, MINN. – Changes in aircraft technology will be a main topic at the Minnesota Airports Symposium, April 19-21, at the Willmar Conference Center, Willmar, Minn., and the symposium theme "Transitions In Aviation – Are You Ready?" could not be more befitting a community

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with a new airport, and a fixed base operation which is already involved with evolving aircraft technology.

Featured speakers will include Dr. Bruce Holmes of the National Air & Space Administration (NASA) who will discuss NASA's Small Aircraft Transportation System (SATS) program and the Very Light Jet (VLJ) movement. Chris Blum, FAA Central and Great Lakes Regional Administrator; Jeff Hamiel, Executive Director of the Metropolitan Airports Commission (MAC) in Minneapolis; and Ray Rought, Director of the Mn/DOT Office of Aeronautics, will update the group of airport managers and commissioners on issues facing their agencies.

To register for the conference, contact Judy Meyers at the Mn/DOT Office of Aeronautics at 651-296-8061. For hotel reservations, contact the Holiday Inn at 320-235-3312. The Holiday Inn and Willmar Conference Center are located east of the old airport off U.S. Highway 12 in Willmar, Minnesota.

Galvan Named New Airport Manager At Willmar, Minnesota

Melissa Galvan of Maple Grove, Minnesota, has been named manager of Willmar Municipal Airport. She replaces Steve Wright who resigned in December to accept a position at

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ON THE COVER: "Duggy," the smiling DC-3, is owned by Robert Odegaard of Kindred, N.D. and Harry Thompson of Brookings, S.D., and based at the Fargo Air Museum in Fargo, N.D. Jennifer Dame of Brookings, S.D., describes how "Duggy" all came about and how he is being marketed to promote aviation, beginning on page 23.

Photo by Doug Anderson, Fargo Air Museum.

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Milwaukee General Mitchell Field in Wisconsin.

Galvan is completing her last semester at St. Cloud State University, and will graduate with a bachelors of science degree in aviation management. She has been over-

seeing the completion of the airport project in-between classes, and assisting in coordinating the upcoming Minnesota Airport Symposium. Galvan served as a customer service representative with St. Cloud Aviation while attending St. Cloud State, and



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MINNESOTA AIRPORTS SYMPOSIUM



Photo by Dave Weiman

Bruce Jaeger of Willmar Air Service with a new Columbia 400.

completed a six-month internship as an assistant to the airport manager at South St. Paul Airport in the Twin Cities. Galvan began her duties at Willmar on February 13.

Next Generation Aircraft Available At Willmar Air Service

Willmar Air Service was founded August 1, 1945, when John L. Rice received his first contract with the City of Willmar, Minn., to manage the

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airport and establish a fixed base operation.

A large hangar was constructed by the National Youth Administration, which also housed a Civil Aeronautics Administration (CAA) Communications Station. It wasn't until 1956 that Willmar built a 3,500-foot hard-surfaced runway. That same year, Rice became one of the first Mooney Aircraft distributors and went on to become a leading Mooney sales person.

In 1960, the Willmar airport became part of the new state Terminal Visual Omni-Directional Radio (TVOR) navigation system. Rice retired in 1980; the City of Willmar renamed the airport "John L. Rice Field" in 1983; and in the spring of 2006, the new Willmar Municipal Airport and its 5,500 X 100-foot runway are expected to be dedicated just two miles west of the original airport. (*Pilots: Be sure to check NOTAMS and with FSS for exact opening date.*)

Willmar Air Service is now owned and operated by John and Mary Jane Rice's son-in-law, Bruce D. Jaeger, who purchased the business in 1979 with his wife, Janet. A graduate of Gustavus Adolphus College, St. Peter, Minn., Jaeger has accumulated 15,000 hours as a flight instructor, charter pilot and aircraft sales person.

The company's long tradition of Mooney sales and service is now complimented by the revolutionary Columbia line of aircraft. When Jaeger discovered the

Columbia, it reminded him of when the Mooney 201 was first introduced in the late 1970s. "It was exciting times then, and with the introduction of the composite-built Columbia 400 with its G1000 all-glass cockpit, times are exciting once again," said Jaeger.

Jaeger admits that watching their son, Matthew, become an officer in the United States Air Force and flying Lear Jets might have had something to do with reinvigorating his interest in aviation as well. "Now, we both have something exciting to talk about at the dinner table," said Jaeger. One of Jaeger's most memorable experiences in his career was seeing his son fly into Mankato, Minn., in an Air Force C-21 on a trip from the United States back to Germany, knowing that he taught him how to fly. "The only person who could have been more proud would have been his grandfather, John," said Jaeger.

Willmar Air Service has been in business longer than any FBO in Minnesota, and its reputation for customer service is unparalleled in the industry. "Customers know they will be treated honestly and fairly when they do business with this company, and that our staff specializes in Mooney and Columbia aircraft," said Jaeger. Customers come from all over the United States to have their aircraft serviced at Willmar Air Service. Especially popular is their new "Weep No More" fuel tank repair process for Mooney aircraft.

Willmar Air Service employs five full-time mechanics – one of which is the most experienced Mooney fuel tank repair specialists in the country. In addition, Willmar Air Service has Columbia Aircraft sales associates in Fargo, N.D. and Chicago, Ill., assisting in marketing the new airplane in their five-state territory.

The technology may have changed since the FBO was founded in 1945, but Jaeger believes the passion for flight has not. Despite increased costs in flying and owning an aircraft, he advises anyone interested in aviation to pursue their dreams.

"I tell anyone who wants to be a professional pilot to go for it," said Jaeger. "Someone is going to be flying those airplanes and it can just as well be them. The opportunities are there – it just takes a little initiative and patience."

After working from a 1940s vintage hangar and office for the past 30 years, Jaeger feels the modern facilities at the new airport will create more opportunities for his business. Plans include adding staff to handle an expanding Mooney fuel tank repair business, increased maintenance, and sales opportunities. He is also anxiously awaiting Columbia Aircraft's newest products. "The latest Columbia aircraft offers speed, efficiency, comfort and value unmatched by any other manufacturer," said Jaeger.

Twenty years from now, Jaeger believes that the City of Willmar will look at its new airport not just as a good investment, but as a great investment in the local economy. For additional information about Willmar Air Service, and Mooney and Columbia Aircraft sales and service, contact Bruce Jaeger at 1-800-279-1545 or 320-235-4844, or email columbia@willmarairservice.com. Visit their website at www.willmarairservice.com. □

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NASA SATS Manager To Speak At Wisconsin Aviation Conference

GREEN BAY, WIS. – NASA aerospace engineer, Guy Kemmerly, of Yorktown, Virginia, will be a featured speaker at the Wisconsin Aviation



Guy Kemmerly

Conference, May 1-3, at the Regency Suites/KI Center, Green Bay, Wis.

Kemmerly received his undergraduate degree in Aerospace and Ocean Engineering from Virginia Tech in 1983 and has been working at NASA

Langley ever since. He went on to get a graduate degree in flight sciences from George Washington University in 1990.

Kemmerly conducted subsonic aerodynamic research for 15 years on military configurations and on the High-Speed Civil Transport, and developed a novel technique for ground effects testing. From 1998 to 2003, Kemmerly led the Data Acquisition and Information Management Branch, which supports ground-based testing facilities primarily at Langley. He was the manager of the SATS (Small Aircraft Transportation System) Project and is

now the acting manager of the Airports Project under NASA's Airspace Systems Program.

The keynote speaker of the conference will be Jim Coyne, president of the National Air Transportation Association (NATA), headquartered in Washington, D.C. NATA represents 2,000 fixed base operators in the U.S.

Conference topics will range from general aviation security, and weather and flight planning kiosks, to airspace and instrument approach feasibility studies, and fuel handling and storage.

The Wisconsin Aviation Conference is co-sponsored by the Wisconsin Airport Management Association, Wisconsin Aviation Trades Association, Wisconsin Business Aviation Association, and consultants and suppliers.

To register, contact Jeff Gaier at 715-387-2211. Hotel reservations can be made at the Regency Suites at 920-432-4555. □

Austin Straubel International Airport & Tenants Extend Warm Welcome To Wisconsin Aviation Conference Guests & Attendees

AUSTIN STRAUBEL INTERNATIONAL AIRPORT in Green Bay, Wis., is the "host airport" of the 51st Annual Wisconsin Aviation Conference, May 1-3. Tom Miller has been airport director since 2001. Miller has 27-years of airport

experience, working 14 years as the assistant at Peoria, Illinois before moving to Green Bay in 1993.

Since becoming director, Miller has embarked on several major capital projects including construction of an interior perimeter road, expansion of

the public parking facility, reconstruction of the intersection of the two air carrier runways, and completion of a \$26-million terminal expansion project. The airport also recently completed the installation of the REVEALTM CT-80 checked luggage screening system for the Transportation Security Administration (TSA). The new equipment is located behind each air-

51st Annual Wisconsin Aviation Conference KI Convention Center – Regency Suites – Green Bay, Wisconsin – May 1-3, 2006



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- Annual awards luncheon and banquet
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For registration information, please visit the Wisconsin Airport Management website at www.wiama.org or call Pete Drahn, 715-358-2802

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line ticket counter, and will allow TSA employees to screen more bags per hour, and make check-in much more convenient for passengers.

Projects for 2006 include the shifting of the airport's primary runway (18-36) 500 feet to the south. This will provide for the FAA mandated 1,000-foot safety area between Wisconsin Highway 172 and the run-



Austin Straubel International Airport
Green Bay, Wisconsin

way threshold. Also to take place this

year is the reconstruction of the north general aviation ramp, adjacent to Executive Air. Some of the pavement is original concrete installed in 1948 when the airport was first opened. Passenger traffic has grown 25% since 2001, and will cause the airport to construct a parking garage beginning in late 2007 to meet future demand for vehicle parking. □

*More On Austin Straubel Airport
On Page 38*

ILLINOIS AVIATION CONFERENCE

Aviation Means Serious Business, Theme of 2006 Illinois Aviation Conference

MOLINE, ILL. – The Quad Cities is host for the upcoming Illinois Aviation Conference to be held May 9-10 at "The Mark," next to the Radisson Hotel in Moline, Illinois. The theme of the conference "Aviation Means Serious Business" –

says it all about the economic impact that aviation has on communities and the state of Illinois as a whole. Aviation plays an important role in the day-to-day activity of some larger corporations throughout the Midwest.

This year's keynote speaker will be August Busch III who will

describe how his business has been greatly enhanced by the fact that he can travel from one place to another so quickly in general aviation aircraft. Alan Klapmeier, President and CEO of Cirrus Design, will kick off the afternoon sessions by showcasing the Cirrus aircraft.

Other speakers will include Susan Shea, Ph.D., Director of the Illinois Division of Aeronautics; Jim Coyne, President of the National Air Transportation Association (NATA); Ed Bolen, President of the National Business Aviation Association

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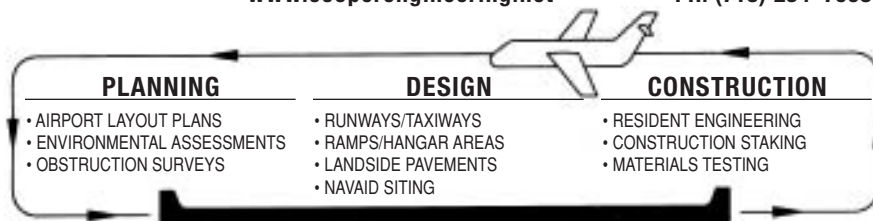
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(NBAA); Todd Hauptli of the American Association of Airport Executives (AAAE); a panel of speakers from John Deere, Elliott Aviation, and Raytheon Corporation; a representative of the Federal Aviation Administration (FAA); Pat Broderick of the Transportation

Safety Administration (TSA); and Chris Blum, Administrator of the FAA Central and Great Lakes Regions.

A reception will be held May 9 at Elliott Aviation, and on May 10, the Illinois Aviation Hall of Fame reception will be held at the John Deere

Commons, and the Hall of Fame banquet will be held at The Mark.

To register, contact Dorothy Negangard of the Illinois Division of Aeronautics at (217)785-5831.

For hotel reservations, contact the Radisson Hotel at (800)333-3333 or (309)764-1000. □

FAA Regional Administrator Wears Two Hats

DES PLAINES, ILL. – If you didn't think you were getting your money's worth out of our federal employees, take a second

look at FAA Regional Administrator Christopher Blum. Blum is the regional administrator for both the FAA Central and Great Lakes Regions headquartered in Des Plaines, Illinois and Kansas City, Kansas, respectively. He will be a featured speaker at the Illinois Aviation Conference, May 9-10 at "The Mark" in Moline, Ill.

Blum was appointed FAA Central Regional Administrator in 2001, and FAA Great Lakes Regional Administrator in 2005. Prior to those



Chris Blum

appointments, Blum was manager of the Air Traffic Division in the Great Lakes Region (1999-2001); Assistant Manager, Air Traffic Division, Central Region (1996-99); Air Traffic Manager, Kansas City ARTCC, Central Region (1992-96); Manager, Operations Branch, Central Region, FAA (1991-92); Assistant Air Traffic Manager, Kansas City ARTCC, Central Region, FAA (1989-91); Area Manager, Miami ARTCC, Southern Region, FAA (1986-91); Assistant Manager, Traffic Management, Miami ARTCC (1985-86); and Area Supervisor, Miami ARTCC, Southern Region, FAA (1981-85).

Blum is a graduate of the University of Miami in Business Management (1965), Miami-Dade Jr. College with an Associate Degree in Aerospace Science (1967), received his FAA Commercial Pilot's Certificate and Instrument Rating (1968), and graduated from Florida Atlantic University in Business

Management (1969).

Among the awards Blum has received include FAA Superior Performance Awards, NBCFAEA Great Lakes Bessie Coleman Diversity Award, FAA Special Act/Service Awards, FAA Performance Awards, Vice-President Gore's National Performance Review (Hammer Award), Associate FAA Administrator's Team Award, Heartland EEO Council AXO Award for Communications, FAA Central Region Air Traffic Facility of the Year, FAA National En Route Facility of the Year, and the FAA Quality Increase Award. □

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Quad Cities Proud Host of Illinois Aviation Conference

MOLINE, ILL. – This year's Illinois Aviation Conference will be held in Moline, Illinois, one of the "Quad Cities," May 9 – 10, 2006, at The Mark of the Quad Cities arena and conference center. Both The Mark and the Radisson Hotel are along the banks of the mighty Mississippi River. Bruce Carter, Director of Aviation at Quad City International Airport, is very pleased to be hosting the conference again this year and the conference program looks to be a strong one. In 2000, when the conference was last held in Rock Island, the \$17 million expansion of the QCIA terminal was not yet completed. Here's an update on how things have progressed at the QCIA in the last 5 years.

QCIA Terminal: Concourse B, along with a large center atrium or "intersection," opened in November 2000. For nearly a year, all of the airlines were operating out of Concourse B. A deli and bar, operated by AirHost, served as the main food and

beverage location for all passengers when the expansion first opened. Then, about 9 months later, Concourse A opened and several of the airlines moved their operations. An expanded baggage claim area and two new carousels were also installed and opened in 2001. AirHost restaurant also opened a renovated restaurant and bar along with a meeting room in the main terminal, serving three meals daily. The Paradies Shops operates a main terminal location adjacent to the restaurant, and a CNBC store out in the concourse atrium. Other traveler amenities and conveniences in the facility include chair massage, shoe shine, skycap service, a visitor center, free "Wi-Fi" throughout the building, a wide selection of rental car and ground transportation providers, and a "Destination Points" business center, located on concourse B.

QCIA Enplanements:
Enplanements returned to pre-9-11



Quad City International Airport
Moline, Illinois

numbers by 2003. QCIA had 11 out of 12 record months in 2004. Every month except for January of '04 broke records for the same month based on previous years. However, June and July of 2004 had the best all-time enplanement figures for any given month in the history of the airport. June '04 boarded 42,112 and July '04 topped that with 44,261 enplanements. Although 2005 ended with a slight decrease of 2%, 2006 started off with a record January.

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**Bruce Carter, Airport Director,
Quad City International Airport**

Quad City International Airport Director Bruce Carter started flying when he was 14 years old out of a small airport in Clarion, Iowa.



Bruce Carter

After he attended Waldorf College in Forest City, Iowa, he attended Mankato State University to pursue his flying dream. As he was gathering his various ratings, he started work with Pagra Air, a Mankato based FBO as a fueler and before long, was flying air taxi for that same company.

In 1978, he left the flying industry and was selected to be an FAA air traffic controller and started training in Oklahoma City. After a successful

graduation, he started his controller career in Des Moines, Iowa and stayed in the field until 1981, the year of the PATCO strike. Carter and his wife, Faith, purchased the FBO in Clarion, Iowa in 1982, the very airport that he first soloed at. In 1984, he moved on to Waterloo, Iowa as operations manager for the Waterloo Municipal Airport and he later became airport director in 1986. Carter stayed there until the summer of 1991 and moved on to Illinois, and has been in the state the past 15 years.

Bruce Carter served as airport director in Springfield, Illinois until 1994, director of aviation at Peoria, Illinois until 1999, and has served as director of aviation at Quad City International Airport ever since. He has served on the American Association of Airport Executives (AAAE) Board of Directors for four years, he is the incoming chair for the 2006 AAAE National Airports Conference, he chairs AAAE's Airline Economics Committee, and is the past chair of the ACI-NA Small Airports Committee.

Carter is on the Board of Directors of the Quad City Illinois Chamber of Commerce and is an active member of the joint transportation committee of Bettendorf and Davenport, Iowa. Carter stays active with flying and has a tremendous love for aviation.

**Elliott Aviation –
70 Years of Innovation**

Elliott Aviation – the fixed base operation at QCIA, and the Beechcraft sales and service center serving the Midwest – is celebrating



Wynn Elliott

“70 Years of Innovation” in 2006, and is happy to be a sponsor and co-host of the Illinois Aviation Conference.

As a longtime contributor to the aviation industry throughout Illinois and the Quad Cities, Elliott's ability to offer a unique experience to its customers is made possible in part to the alliance with the Illinois Aviation Conference.

Some of Elliott's most recent innovations include the introduction of its



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ILLINOIS AVIATION CONFERENCE

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"As we embark upon our 70th year in the aviation industry, Elliott Aviation is celebrating the imagination and innovation that has not only brought our company to this point, but will also carry us forward well into the future," said Elliott Aviation President Wynn Elliott, whose parents, Herb and Arlene Elliott, founded the Moline, Illinois-based company in 1936. In addition to Moline, Elliott Aviation has locations in Des Moines, Iowa; Flying Cloud Airport in Eden Prairie, Minnesota; and Omaha, Nebraska.

"Elliott Aviation has a storied history rivaling any other company in the industry, but not enough people know about our track record of creating innovative solutions for our customers," said Elliott. "The '70 Years of Innovation' brand is our way of celebrating our heritage while showcasing our talents at the same time."

Don Herrman, a longtime friend and associate of Herb and Arlene Elliott, says that innovation has been a guiding force for the company since its earliest days. "Herb's lasting quote, heard so many times was, 'the most important word in the whole dictionary is imagination'," said Herrman. "He was always looking for ways to pair his love of flying with the need to earn a living and expand his business."

Beginning in the barnstorming era of aviation, the Elliotts were among the first to establish multiple location "flying clubs" and pioneered an early form of fractional aircraft ownership. Arlene was instrumental in persuading banks to finance the purchase of business aircraft, enabling a broader range of entrepreneurs to gain access to this powerful business tool.

As both the aviation industry and the company matured, the barnstorming innovations of the past gave way to more practical solutions to make flying safer and more comfortable for pilots and owners alike.

Under Wynn Elliott's leadership the company in recent years has developed a reputation for avionics modifications, and now holds more than 50 Supplemental Type Certificates (STCs), pioneering installations satisfying most

major regulatory mandates, including RVSM, TAWS and TCAS II/ACAS on a wide range of turboprop and jet aircraft. The company has also performed more than 200 paint and interior refurbishment projects since opening its \$6 million state-of-the-art Completion Center at MLI in 2003.

"Elliott Aviation has a storied history to be sure," said Elliott. "But we are most excited about our future and the innovations we have yet to create that will drive our industry forward. As long as there are aircraft owners interested in flying faster, safer, in greater comfort and in gaining greater value from their aircraft, Elliott Aviation will be finding new ways to serve their needs."

Conference attendees will get a firsthand look at both Quad City International Airport and Elliott Aviation during an "ice-breaker" reception on Tuesday, May 9, 2006 in the Elliott hangar, following a golf outing, break-out sessions, and Illinois Aviation Trades Association (IATA) and Illinois Public Airports Association (IPAA) board meetings that day.

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boats, delicious cuisine, golf, bike paths, world-class festivals, wonderful attractions, and unique shopping experiences. At the only place where the Mississippi River runs east to west, the Quad Cities is comprised of Rock Island, Moline/East Moline, Illinois; Davenport and Bettendorf, Iowa; and surrounding communities.

The Quad Cities has great downtown amenities and the John Deere Commons in downtown Moline is one of the top five places to visit in Illinois. Anchored by the glass-walled John Deere Pavilion, children and adults can

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Diamandis & Steger

To Receive 2006 Lindbergh Awards

ST. PAUL, MINN. – The Lindbergh Foundation will honor the chairman and chief executive officer of the X PRIZE Foundation, Peter Diamandis, and Minnesota native and polar explorer, Will Steger, with the 2006 Lindbergh Awards at the Minnesota History Center in St. Paul, May 19.

Dr. Peter Diamandis has inspired the brightest minds on Earth to tackle some of the most pressing issues in the world today. He is a visionary who, after being inspired by Charles A. Lindbergh's quest for the \$25,000 Orteig Prize, set out to establish the X PRIZE, which would change the current paradigm of space travel by providing an incentive for individuals and companies to make the goal of "private" space travel competitive, rather than solely for government.

To make reservations for the award banquet, call 1-866-576-1596 (info@lindberghfoundation.org). □

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sit in the driver's seat of Deere's agricultural and construction equipment. The pavilion is filled with agricultural artifacts that attract travelers from around the world. Located a block away from the pavilion, the John Deere Collectors Center replicates a 1950s dealership featuring vintage John Deere tractors and a repair and parts garage. Downtown Moline also boasts many retail shops, antique stores, pubs, cafes, and restaurants in historic buildings. See the river on the Great River Trail

that travels through the Commons. Throughout the rest of the Quad Cities, visitors can enjoy the new Figge Art Museum, a TPC golf course at Deere Run, the River Music Experience, live music venues, a family museum, the Rock Island Arsenal, and the Quad City Botanical Center.

For more information on the Quad Cities and a free visitors guide, contact the Quad Cities Convention & Visitors Bureau at 800-747-7800 or visit www.visitquadcities.com. □



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GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

MAC's Own Studies Confirm Value Of Reliever Airports To Twin Cities

Good news! Earlier this year the Minneapolis/St. Paul Metropolitan Airports Commission (MAC) task force completed its yearlong reliever airport study.

The task force report recommended that all six reliever airports in the MAC system remain open.

The report, which was adopted by the Commission, further indicated that each airport should develop a comprehensive plan to depict its future growth and development options.

An October 2005 economic impact analysis conducted by Wilder Research for MAC determined that the six GA reliever airports contribute more than \$254 million and 2,200 jobs to the Twin Cities. Crystal Airport, which has been under attack by those wanting to close it for over a year now, generates \$19 million and 200 jobs for the surrounding community each year. AOPA has actively promoted the value of the MAC reliever airports to the community and the airlines over the past few



Bill Blake

years, testifying at public hearings and correcting public misstatements. Now the MAC's own studies confirm the value of those airports.

In February of this year, AOPA Vice President for Airports, Bill Dunn, visited with MAC officials, state legislators, and local pilot groups regarding the reliever airports and other issues impacting Minnesota aviation. Bill encouraged members of the Yankee Flying Club based at Crystal Airport and the Crystal Airport Community Group to continue to support and promote the airport. He urged local pilots to be engaged in local politics involving airports. Bill also met with State Senator Mike Jungbauer, a member to the Senate Transportation Subcommittee, and State Representative Mike Beard, Chairman of the House Aviation Subcommittee. Both legislators are AOPA members. Senator Jungbauer will reintroduce SF-80, an AOPA-supported bill providing for land-use planning around airports that was delayed last year pending a now completed statewide airport land-use study. The bill provides for land-use airport impact area designations, full real estate disclosure to new buyers, and classifying airports as essential public facilities.

The Illinois legislature is also considering airport protection legislation supported by AOPA. Senate Bill 2501 introduced by Senator Gary Forby and House Bill 5515 introduced by Representative John Bradley would prohibit the state Environmental Protection Agency from issuing construction permits for municipal solid waste landfills within six miles of a general aviation public airport. The legislation would also prohibit local governments from granting a request for siting approval

of a landfill within six miles of a general aviation airport. We commend these two legislators for their desire to protect pilots from wildlife and other hazards that may result from a landfill being sited too close to an airport.

On a national level, the FAA continues to push for "user fees." AOPA believes that user fees are absolutely the wrong way to fund America's air traffic control system – the busiest and safest ATC system in the world. The President's budget proposes cutting nearly \$1 billion from the Airport Improvement Program (AIP) in 2007. The administration is proposing \$2.75 billion for next year, while Congress had authorized up to \$3.7 billion. Under the funding formulas, when AIP funding drops below \$3.2 billion, all "entitlements" for GA airports are eliminated. That means that almost all of the money would go to big airports. Once again, the administration is claiming "poverty" when it comes to the FAA because the funding system is allegedly broken. AOPA contends that between the predicted growth of the aviation trust fund and the historical general fund contributions to the FAA's budget, there are sufficient revenues to improve airports and aviation infrastructure and fund a well-managed, efficient FAA. We will be working diligently to prove that the current fuel tax funding method and supervision of the system by the Congress is the best way to provide the aviation system we have. Pilots across the nation must keep fully informed on these issues and make sure their elected officials know where they stand.

For more information on these issues and everything a pilot needs to know, see www.aopa.org. □

Funding Proposal of Airlines Is Control Grab

WASHINGTON, D.C. – The airlines' proposal for funding the FAA is nothing more than an attempt to grab con-

trol of the air traffic control system and shift costs to other users, according to AOPA. Recently, the airlines announced their "statement of principles" for a new FAA funding mechanism. "The bottom line to their pro-

posal is a user fee system in which the airlines have the loudest voice in dictating how the system will be run and who gets to use it," said AOPA President Phil Boyer. "As I've said

CONTINUED ON PAGE 49

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COVER STORY



Photo by Doug Anderson, Fargo Air Museum

"Duggy"

The Luckiest Airplane In The Whole Wide World!

by Jennifer Dame

As I sit down to write this article about a DC-3 named "Duggy" a.k.a "The smile in the sky," I am battling my two-year-old daughter Madison for computer time as we have recently introduced her to "Duggy." Forget Dora and

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Barney, it is "Duggy" who reigns supreme at the moment in our house. Why you ask, "Because he is so happy, Momma!"

That is exactly what "Duggy" is about – making people happy, helping people take notice of aviation as well as educating them on the history and the now, regardless if they are two years old or 92 years old. What started out as the dream of a 12-year-old boy has developed into one of the most amazing airplanes known to humans.

Often referred to as the "Gooney Bird," the DC-3 was best-known as a main aircraft during WWII for transporting troops and equipment. It was also used to tow gliders and paratroops during the successful Allied invasion of France on D-Day. This particular DC-3 was finally purchased by Robert Odegaard and Harry Thompson from a reseller in Canada after it had sat for a year or two and finally became "the luckiest airplane in the world!"

How so? Well, the story of "Duggy" began well over 30 years ago...well before the DC-3 was ever purchased by Odegaard and Thompson.

"Duggy" was initially the brain child of 12-year-old Mitch Carley who had an idea and never lost the dream: "This one just happened to take 30 years," said Carley. The idea seems so obvious – as a kid he would see a DC-3 and "they just looked," as Madison pointed out, "so happy!"

Duggy was named for Donald Douglas, and it was just a fun name that has stuck with him through the years. Duggy.com is often used as a

reference for students doing research.

Actually, it is Duggy & Friends that turned this dream into reality. They started out as cartoons drawn by Carley and the book version is "pretty darn close to the real story," he said. "It is a lot of fun, a lot of people use it and lots of kids go to bed with that story each night." There is one girl in particular who claims she is Duggy's number one fan. She even had a Duggy "Cake" at her Duggy birthday party.

Carley says that the soon-to-be-available DVD, books, the toys and the marketing of Duggy were the easy elements of getting it off the ground. "It is often what I do for regular clients, creating brand and content," said Carley. "It's what I do for a living. What is special is that Duggy's captains and business partners, Rob Challans and Robert Odegaard, were willing to make Duggy a living, breathing thing. What was a big idea was that it could land and perform in front of kids." Those, Carley thinks, were the big things in getting Duggy in the air. As Carley says, "We are average guys who are trying to give back."

The philosophy of Duggy's crew is to stimulate them, educate them and have them participate. "The rest of it is just capital," said Carley. "All that does is take time and money." Some are amazed by this, but it is the way Carley's mind has always worked.

The amazing thing isn't necessarily Duggy's smile, so much as it is the smiles of the thousands of people who smile along with the plane each year. The crew gets their biggest kicks out

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of when kids are standing in the cockpit and go speechless. Robert Odegaard once told Carley, "I have run the circuit with award-winning aircraft and I have never seen anything like this." Capt. Rob Challans even watched one little girl break away from her dad to hug the tires.

Of course, there is a whole new layer this story would have if it went to a regular film. Carley sees Duggy & Friends adventures as a mix of live action, a possible trip to a bone yard looking for another retired war plane, an Experimental Aircraft Association (EAA) Young Eagles series, or at home with Carley in the studio with dogs running around drawing pictures of little airplanes. There are many directions this plane can go. The challenge is to get the product out there, have it sustain itself and then expand on it as quickly as possible.

Following the flight plan of educating children about aviation, "Duggy" just recently agreed to take the EAA Young Eagles' story on the



Fargo Air Museum

Photo by Dave Weiman

road – or in the air – however you look at it. In a collective partnership agreement, EAA Young Eagles will allow "Duggy" to promote the program and vice versa since the chapters that are active tend to stay within their own regions. Look for their logos on Duggy's fuselage and near his wings. EAA Young Eagles produced over 100,000 discovery flights in 2005. This amazing number has been sustained and is looking to grow in 2006.

One of the successful young members of EAA Young Eagles is Trace Lewis. A 15-year-old from Illinois,

Trace recently completed a Duggy version for the popular FlightSim programs. He took his first flight when he was 2 years old in a glider with his dad. Among other things, he is a Duggy & Friends All-Star.

The passion and the desire behind the wholesome message of Duggy is to get kids interested in general aviation, and allow them to open their eyes to the fact that dreams come true. True to the mantra of Duggy – "Live your dream!"

"Duggy," "Super" and "Stang" are going to hit the airshow circuit appearing at Sun 'n Fun and in the AeroShell Square at Oshkosh. *See you there!*

EDITOR'S NOTE: "Duggy" is one of dozens of aircraft on display at the Fargo Air Museum at Hector International Airport, Fargo, North Dakota, where 90% of the aircraft on display are in flying condition. Other featured aircraft include the following: F2G Super Corsair, F4U Corsair, P-51 Mustang, Beech Staggerwing,

CONTINUED ON PAGE 49



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AIRPORT DEVELOPMENT

Enplanements Increase During Challenging North Dakota Runway Reconstruction Project



Runway 18-36



Temporary Runway 2-20

Even under perfect conditions, a runway reconstruction project can be a pain in the neck for airport managers and officials, pilots, and passengers. Add problems of climate, weather, and availability of materials, and the challenge increases substantially.

Hector International in Fargo, N.D., is the state's largest commercial airport, and the Runway 18-36 project was the largest runway reconstruction project in the state's history. Ulteig Engineers, Fargo, and its partners had the task of completing reconstruction of a smooth, durable runway in time to allow the recommissioning of the instrument landing systems before the Thanksgiving rush in 2005. There was one other requirement: maintain commercial service traffic.

None of these requirements was extraordinary. However, the construc-

tion season in North Dakota can be as short as five or six months. When wet weather slowed construction in May 2005 and paving had to be shut down for a week because of cement shortages, the going got tough – and the tough got going.

The general contractor on the project was Shafer Contracting Co. of Shafer, Minn. "They found very creative ways to expedite paving," said Ulteig Aviation Sector Leader Steve Synhorst. "They used every method they knew of – and invented a few others – to keep the project moving and maintain quality."

It was important to minimize the amount of paste (cement/water mixture) brought to the surface of the freshly poured concrete. Paste, often created during finishing activities on fresh concrete, ultimately affects the long-term durability of the pavement.

Shafer worked with Midwest Testing Laboratories, Fargo, to develop a mix that used larger aggregate and was compatible with their paving equipment. The resulting concrete required less finishing than usual. Spraying water on fresh concrete to help smooth it also causes paste, and Shafer was able to minimize the amount of water used in finishing.

The difficult achievement of non-stop paving was accomplished by placing a constant supply of consistently mixed and monitored concrete in front of the paver. This reduced stops in the paving operations, required the use of fewer finishing techniques, and resulted in a smoother finish. The mix flowed through the paver efficiently, filled all voids, held a perfect vertical edge behind the paver, and earned 93 percent of the available bonus for strength and thickness.

"Maturity monitoring" is used to measure the strength of concrete that has not cured completely and is not at maximum strength. The FAA generally does not approve maturity monitoring because it doesn't approve of the concept of getting on new runway pavement before it reaches full strength. For the Hector project, however, the FAA gave permission to use maturity monitoring in order to accelerate the paving schedule. As it turns out, however, Shafer did not need to use maturity monitoring. They scheduled paving in such a way that pavements had time to reach full strength before being used.

One of the goals was to maintain airport service during the project. This required a well-organized safety/phasing plan. In fewer than 22 hours and under aircraft movement, Shafer converted a 100-foot-wide taxiway to a temporary runway. After extensive communication and coordination with Ulteig and Hector Airport Director Shawn Dobberstein, the airlines limited the size of aircraft using the airport to DC-9-sized aircraft and smaller. Airfield pavement maps were developed for aircraft users, showing open and closed sections of pavement as

Photos by Darren Anderson

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well as airport rescue and firefighting access routes.

“The safety/phasing plan and traffic control techniques produced astonishing results,” said Synhorst. “There were no on-the-job injuries. There was no loss of airport service. And most extraordinary of all, the numbers for total passengers, total passenger enplanements, and total passenger deplanements during the project year – 2005 – were greater than those of 2004. For an airport using a visual-approach, temporary runway as the primary runway, this is quite an accomplishment.

The Runway 18-36 project went on to win the “Commercial Service and Military Airports” category of the American Concrete Pavement Association’s 2005 national awards, and was named a “State Airport Paving Award” winner by the local ACPA chapter.

Ulteig Engineers employs more than 300 people and has offices in Fargo and Bismarck, N.D.; Sioux Falls, S.D.; and Minneapolis and Detroit Lakes, Minn. The firm provides engineering and land surveying for cities, utilities, highways, airports, and water and wastewater projects. □

Airport Engineering Firm Takes On Unique Runway Safety Area Project



Photo by Dave Weiman



Photo by Tom Thomas

Michael Kirchner of Dane County Regional Airport looks over the edge of a new railroad bridge constructed in a marsh in order to get the safety area for Rwy. 13/31 inline with FAA standards. Note in the aerial photo, the gap in the bridge waiting for completion.

MADISON, WIS. – Environmental impact is a term that easily attracts the attention of the public as well as the media. Sometimes this attention is welcomed; other times it’s something an airport would like to avoid. Such was the case at Dane County Regional Airport (DCRA/MSN) in Madison, Wisconsin.

Recently Mead & Hunt, an architectural and engineering firm based in Madison, embarked on an ambitious plan to bring the safety area of runway 13/31 inline with FAA standards. The airport’s non-compliant Runway

Safety Area (RSA) was identified in the FAA’s 2000 RSA determination. Improving a safety area is often a complex process, but when it involves moving a two-lane county highway, more than a mile of creek bed, a perimeter road, and an active rail line into a wetland, the situation becomes more difficult.

When Mead & Hunt project managers were first approached with this project, they knew it had the potential to create negative publicity, but in the end, they solved it brilliantly. “Getting every relevant agency involved with

CONTINUED ON PAGE 52

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PENDING LEGISLATION

Wisconsin Legislature Considers Bill To Name State Aviation Facility After Former State Aeronautics Director



Photo by Dave Weiman

(L/R) Tom Thomas, Rep. Gary Hebl, Richard Wolf, Sen. Mark Miller, and Rose Dorcey.

MADISON WIS. – The Wisconsin legislature is considering a bill to name a state aviation facility at Dane County Regional Airport in Madison, Wis., the “Fritz E. Wolf Aviation Center.”

Authors of Senate Bill SB 306 included Senators Mark Miller and Jon Erpenbach, along with Representatives Gary Hebl, Terese Berceau, and Brett Davis. Miller is a retired Wisconsin Air National Guard pilot. Hebl is an active general aviation pilot.

The bill was referred to the Senate Transportation & Natural Resources Committee which heard testimony on February 1. Four members of the Wisconsin Aviation Hall of Fame attended the hearing. WAHF President Rose Dorcey and member Tom Thomas provided testimony in favor of the bill.

Fritz Wolf was born in Shawano, Wisconsin in 1916, and played sports in high school. In 1938, he graduated from Carroll College with a degree in Business Administration, and had the opportunity to try out with the Green Bay Packers, but missed the tryout due

to an appendicitis attack. About this time, Wolf realized that if he was ever going to learn to fly, now was the time. In 1939, he enlisted in the United States Navy. Upon completion of flight training in 1940, he received a commission as an ensign and was assigned to the USS Saratoga as a fighter pilot.

In the summer of 1941, Wolf resigned his commission to join the American Volunteer Group (AVG) “Flying Tigers.” He was assigned to the 1st Squadron (Adam & Eve) as a flight leader. In December 1941, Wolf took part in the first Flying Tiger action near Kuming, China, during which he shot down two Mitsubishi bombers. When the group was disbanded on July 4, 1942, Wolf had been awarded two Chinese medals for heroism (Chinese Air Force 2-Star Medal and Sixth Grade Cloud Banner Decoration) in which he was credited with shooting down the two bombers, plus two fighters.

Wolf returned to the United States to train Navy fighter pilots.

In 1944, he returned to combat serving on the aircraft carriers Hornet and Yorktown.

After leaving active duty with the Navy in April, 1946, and while remaining in the Naval Reserve, Wolf became the first paid employee of the new Wisconsin State Aeronautics Commission. He recalled that his first job was to run education programs, but preferred operations. He moved into the operations position when it



Photo by Dave Weiman

Fritz E. Wolf

became available. Wolf served in that capacity until September, 1967, when he was appointed director of aeronautics. He retired from the Naval Reserve in 1967 as a commander. When the Aeronautics Commission merged with the newly formed Department of Transportation, Wolf was named director of the Division of Aeronautics, which later became the Bureau of Aeronautics. He retired from state service on May 8, 1981, after more than 35 years of distinguished service. Wolf held a Commercial Pilot Certificate with single and multi-engine ratings.

Fritz Wolf’s long list of credentials include serving as President of the National Association of State Aviation Officials, organizing the first agriculture air tours in the nation, pioneering strobe lighting for tall towers and establishing the first minimum airport operation standards in the nation. He organized the first Aviation Weather Roundup on the state network and established Wisconsin’s nationally recognized Air Markers program.

In December of 1996, just months before his death, he received his second Distinguished Flying Cross from the United States Air Force for his service with the American Volunteer Group. □

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PEOPLE IN THE NEWS

CAP Major Remembered

PEWAUKEE, WIS. – Don Martinson, 71, of Pewaukee, Wis., and Lake Wales, Fla., died March 17 from Pancreatic Cancer at Lakeland



Don Martinson

Regional Medical Center, Lakeland, Fla. Martinson established Martinson Airfield in Brooklyn, Wis. in 1974 and in 1976, he bought a new Cessna 172 Skyhawk II (N12334). Martinson was the oldest of nine brothers – several of whom are also certificated pilots – and two sisters. He is also survived by his wife, Carol, and three children: Jim, Katherine, and Sherrie, their spouses, and eight grandchildren.

For 25 years, Martinson owned Martinson Implement, an International Harvester dealership in Janesville, Prairie du Sac, and Brooklyn, Wis. He was past president of the Wisconsin Farm Equipment Dealers Association, and a national sales director with Primerica Financial Services.

Martinson was a major in the Wisconsin Civil Air Patrol with the Waukesha, Wis. squadron, and an aerospace project leader in 4-H in Dane County, Wis. He served in the U.S. Army and U.S. Navy, and retired from the U.S. Naval Reserve after 22 years of service.

A memorial has been established to

benefit the Wisconsin Civil Air Patrol. Donations may be made to the Donald W. Martinson Memorial Fund, P.O. Box 581, Pewaukee, WI 53072.

Fellow private airport owners from Oregon and Verona, Wis. participated in a missing man formation during services at the Oregon Cemetery, and the CAP Cessna 172 from Martinson's squadron circled overhead. □

CWA Manager Hansford Retires

MOSINEE, WIS. – James Hansford, who directed the Central Wisconsin Airport (CWA) at Mosinee since 1982, retired at the end of January 2006.

During his 23 years, Hansford worked diligently to make CWA a safe and cost-effective stop for three major airlines – Northwest/ Mesaba, Midwest Express, and United – that connected central Wisconsin residents to major hubs at Minneapolis, Milwaukee, Detroit, and Chicago.

One of Hansford's major accomplishments was making CWA's daily operations self-sufficient on revenues alone without needing to tap into county property tax money. During his tenure he oversaw major projects that included construction of an air traffic control tower, the expansion of the runway safety area for Runway 8



James Hansford

using waste fly-ash from the nearby Wisconsin Public Service coal-fired power plant at Weston, and rehabilitation of the two runways. Although originally from Texas, Hansford plans to remain in central Wisconsin building custom-made furniture on a commission basis. The Central Wisconsin Airport is a jointly-owned partnership of Marathon and Portage Counties, and is an important part of Wisconsin's State Airport System Plan. □

Wright Joins Milwaukee Mitchell Staff

MILWAUKEE, WIS. – Steven Wright, manager at Willmar Municipal Airport, Willmar, Minn., accepted a position as property management specialist at Milwaukee Mitchell International Airport effective in January. Wright started his airport career in Owatonna, Minn., in 1999, as an intern. After completing his internship, he was hired by the City of Willmar, Minn. as airport manager, and has worked on building a new airport there ever since, which will open later this spring. Wright has held numerous leadership roles within the Minnesota Council of Airports. □

Fox Valley Tech Instructor Killed In Car Accident

OSHKOSH, WIS. – Daryl Lenz, 47, an instructor at Fox Valley Technical College, died January 28 after his sport utility vehicle went out of control and

CONTINUED ON PAGE 50

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Fuel Conserving Techniques

by Jeffery Taylor

Aviation Consultant – WisDOT Bureau of Aeronautics

At the Wisconsin DOT, we're committed to transportation safety, along with common sense efforts to enhance and preserve environmental quality. With the recent spike in fuel costs, pilots everywhere are looking for ways to reduce their aircraft's fuel consumption. While you might think following proper leaning practices is your only tool, evaluating all of your operational techniques and maintenance practices, along with careful record keeping, can significantly reduce operating costs and extend the operating range of any airplane.



Jeffery Taylor

The first step – maintenance

Aircraft rigging - The overriding goal is to get the aircraft to fly as close as possible to the way it was designed. Regardless of the size, class or age of aircraft you fly, it's likely a 5 to 10 knot airspeed loss has crept into your aircraft. We can learn from the airlines, who over the years, have learned to carefully monitor airplane performance in an effort to maintain operational efficiency. Through detailed record keeping, airlines have found that performance of a new aircraft deteriorates

at a very predictable rate as misrigging, pressurization leaks, airframe dents, and insidious weight increases contribute to drag. Writing down true airspeed, fuel flow, fuel consumption and other flight parameters during every flight can tip you off to when your aircraft may be out of rig.

Airframe drag is the real enemy of fuel conservation and checking the rigging of your aircraft is an essential step in conserving fuel. On a regular basis, check passenger and cargo doors, landing gear doors, wing and cowl flaps for misalignment and adjust as necessary. Trim tabs should also be checked against cockpit trim position indicators to ensure accurate trim adjustments. If any one of these items is out of alignment, they will create additional drag. Aligning misrigged surfaces is extremely important, since if they are left out of alignment, you may be compensating with control inputs that can further compound the increase in drag.

Cockpit instrumentation – In order to operate your aircraft efficiently, it's important to make sure your cockpit instruments are properly calibrated so they can provide you accurate information. Engine instruments are among the most important. Precise settings require an accurate tachometer or manifold gauge, and an exhaust gas temperature (EGT) gauge will help you lean the engine more precisely.

Airframe cleanliness – Airframe cleanliness is often taken for granted.

It is much more than a cosmetic nicety, since dirt and bugs accumulated on the wings act just like frost by reducing the kinetic energy of the boundary layer and increasing drag. It's a good practice, especially in the summer, to wipe down the leading edges after every flight. You'll minimize drag on every flight and find the cleaning is much easier when done regularly.

Weight reduction – Reducing the weight of your aircraft can be a quick, easy method to improve efficiency. Remember that every pound of weight requires an additional pound of lift, increasing the amount of induced drag. Go through your aircraft and refer to your pilot operating handbook (POH) to decide if there is equipment or furnishings that are no longer necessary. As one pilot told me, "Pilots are like their airplanes: they get heavier with age."

Drag producers – Check your airplane carefully for unnecessary drag producers. After checking with the manufacturer and the FAA, are there accessories attached to your aircraft you can do without such as steps, assist handles or doorstops? Also, if you have added new and improved avionics, take a hard look at the number and type of antennas still on your aircraft.

Proper engine maintenance – Drag reduction may be the most productive area in a fuel conservation program, but engine maintenance can also produce significant benefits. It's important to check spark plugs, magnetos and fuel injectors frequently. If the engine is fuel injected, make sure the injectors are within close tolerance so it can run at optimal lean set-

tings. Otherwise, the engine can only be leaned for the one or two leanest cylinders.

The second step – aircraft operation

Preflight planning – Good pre-flight planning can result in considerable fuel savings. Time invested on the ground in careful flight planning will avoid needless delays on the ramp, unnecessary fuel stops and other situations that can waste fuel and time. Spend some time with your aircraft's POH. Review the performance charts for your aircraft and determine its specific range, which is the aeronautical equivalent to an automobile's miles per gallon. Dividing the miles flown by the amount of fuel used, or airspeed by the fuel flow per hour can calculate an aircraft's specific range. Essentially, specific range is distance traveled per unit of fuel used. If, for example, you fly 600 miles and burn 30 gallons of fuel, your specific range is 20 nautical miles per gallon.

After determining a zero-wind alti-

tude, calculate the specific range using estimated ground speed. This will give you the best altitude for current conditions. The advantage of using specific range is how it relates distance to fuel used for each flight segment, be it during climb, cruise or descent.

In still air, specific range will increase slightly with altitude up to about 7,000 feet at a given power setting with a normally aspirated engine. Tailwinds improve specific range and are very inviting, but be sure to balance the ground speed benefits of high altitude winds against the extra time consumed in climbing to reach them.

In a headwind situation, the breakeven point on wind is about 1% of the indicated airspeed (IAS) per 1,000 feet. For example, at an IAS of 100 knots, a 10-knot headwind at ground level is as much a detriment to specific range as a 15-knot headwind at 5,000 feet. In other words, you are just as well off at 5,000 feet facing a 15-knot headwind as at ground level looking at a 10-knot headwind. That's because true airspeed tends to

increase one percent per 1,000 feet, up to the maximum altitude at which that power setting can be maintained.

When choosing a cruise altitude, the total distance of the trip is a critical factor. If your climb to altitude with a normally aspirated engine will require more than 15% of the total enroute time, you're climbing too high. For a turbocharged engine, 25% is a good rule of thumb. Remember, these are general estimates. Go through the numbers for your particular aircraft over the different stages of flight to fine-tune your operations.

Fuel conservation begins and ends with understanding your aircraft. A thorough understanding of your POH will become a baseline from which to measure the effectiveness of your operational changes. Careful record keeping will provide you a better understanding of your fuel-saving efforts and avoid seat-of-the-pants guesses. This will require dedication and attention to detail. But inefficient flying and the resulting higher fuel costs can be a real drag. □

AIRPORT SPOTLIGHT

La Crosse Municipal Airport La Crosse, Wisconsin

La Crosse Municipal Airport is located in the west-central region of Wisconsin, along the Mississippi River. The airport is located four miles from the business center of the city of La Crosse and 1.5 miles west of the business center of Onalaska, Wis.

When the La Crosse Municipal Airport was dedicated in 1947 at its present location on French Island, it had three 5,300-foot-long runways and was a part of Northwest Airlines' transcontinental route.

Today, the primary air carrier runway (18/36) is 8,537 feet long by 150 feet wide. The secondary runway (13/31) is 6,050 feet long and 150 feet wide. A third runway is 5,299 ft by 150 wide. Navigational aids

include an instrument landing system, VOR/DME, PAPI, VASI, MALSR, and GPS approach.

Owned and operated by the City of La Crosse, the airport is classified as a Primary Commercial Service airport in the FAA's National Plan of Integrated Airport Systems (NPIAS) and an Air Carrier/Cargo airport in the Wisconsin State Airport System Plan: 2020 (SASP).

Two major airlines (Northwest Airlines and American Eagle) provide nine daily departures, direct service to two cities, and connections to any destination in the world. Wisconsin's eight commercial service airports link residents and businesses to the rest of the nation and the world. These airports are important centers of eco-



La Crosse Municipal Airport – La Crosse, Wisconsin

logic activity, generating a large share of aviation's \$2.8 billion annual contribution to the state's economy.

In 2004, the airport served over 122,000 passengers and recorded 44,000 aircraft operations. Some 88 aircraft are based at the airport, along with 11 large corporate hangars and eight multi-aircraft T-hangars.

Historical information for this article is from Forward in Flight – The History of Aviation in Wisconsin published by the Wisconsin Aviation Hall of Fame. Visit their web site at: www.aviationhalloffamewisconsin.com. □



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WISCONSIN AVIATION TRADES ASSOCIATION

Jet Air Corporation – A Niche Fulfilled In Titledtown



The Green Bay, Wis. aviation scene has had Jet Air Corporation as a landmark for over 26 years. The relocation of the business from Clintonville, Wis., occurred in 1980 and it has been at Austin Straubel International Airport (KGRB) since that time. Jet Air Corporation and its subsidiary Jet Air Fuel Corporation (renamed Titledtown

Jet Centre) provide repair and FBO services for general aviation and air carrier customers. The Mitsubishi MU-2 and Diamond aircraft have been serviced at Jet Air since their introduction to the U.S. Jet Air remains one of five service centers for the MU-2 aircraft, but also has expanded its service center business to include Cirrus, Cessna and Columbia aircraft as well. The addition of a full-service avionics department two years ago has resulted in capabilities to provide full services to its customers.

The current owners of Jet Air and Titledtown Jet Centre came to aviation in diverse ways. General manager and president, Bruce Bressler, entered aviation via the U.S. Navy, serving as a flight surgeon during the Viet Nam conflict. Arriving in Green Bay, he first became a customer of the company. After maintaining his aircraft and utilizing the services at Jet Air for many years, he had the opportunity to become an owner. Like the Remington shaver CEO, he liked the company so much, *he bought it!* Bruce is a commercial-rated pilot and flies for the charter service located at Titledtown Jet Centre when he is not managing the business.

Per Anderas ("Pep"), vice president, also had an interesting entry to aviation. Over the years he has built seven airplanes and has an interest in



the success of general aviation in northeast Wisconsin. He enjoys the mechanical aspects of aviation and actively participates in directing the future of Jet Air and Titledtown Jet Centre.

While Jet Air serves the Green Bay and northeast Wisconsin region, it also has a national outreach and many of its customers come from as far away as Connecticut and Arizona for the meticulous care given to their needs.

The advent of composite and very light jets will be an area in which Jet Air will be a player in the not too distant future. New "gee whiz" avionics are also an area of increased activity in general, as well as commercial aviation. Upgrades of existing panels to the more capable avionics of today are an area of increased attention at Jet Air. Recently Jet Air sponsored a seminar with the cooperation of Garmin avionics to introduce and familiarize area pilots with their latest products. The owners intend to continue offering educational seminars related to aviation topics to promote general aviation.

Jet Air is an FAA Part 145 repair station with a staff of experienced A&Ps who hold to the principle that an aircraft's repair must not only satisfy

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the customer, but also the individuals performing the repairs. Jet Air is an authorized Mitsubishi and Dallas Airmotive service center, and has recently become a Cirrus service center.

"We feel that an aircraft should perform squawk-free between inspections and strive to accomplish this goal through attention to preventive maintenance and attending to needs before they become problems," said Bressler.

Bressler believes that high fuel prices and the threat of user fees pose a significant threat to the aviation industry and flight safety. "Entry into aviation will be limited by the cost of primary instruction, let alone advanced flight training," said Bressler. "This will limit the pool of pilots in the future and lead to shortages in many areas of aviation. As the pool of available aircraft increases as is predicted with the advent of Very Light Jets and new composite airframes, new methods of obtaining experience for pilots will be necessary. Simulator training has had some impact and the FAA has allowed a portion of flight training to be accomplished in this manner, but innovative ways of gaining experience will need to be created without sacrificing safety."

Bressler noted that the insurance industry has in large measure taken the lead in accident prevention by mandating higher standards of experience and training than previously required by the FAA. He believes that this has reduced accidents, but has added additional burdens on the aviation industry.

"To obtain the experience necessary to operate higher performance airplanes, is nearly prohibitive," says Bressler. "The airline industry will now take a low-time pilot and allow him or her to perform as a first officer, but this option is not available to charter operators or pilots seeking to advance their capabilities. The need for cost-effective innovation in training pilots for careers in aviation, remains a challenge."

Bressler continued: "Maintenance

of existing, aging aircraft will only be compromised by the rising cost of an hour of flight. The practice of cheap maintenance at facilities ill-equipped to perform the correct procedures will become more prevalent and lead to unsafe flying. It seems illogical that the maintenance costs per hour for your automobile are 10% higher in most cases than the maintenance costs for an aircraft. Having your copy machine serviced costs \$110 an hour including travel time to your business. If your car service is less than expected, you can usually pull to the side of the road. Your options in an aircraft are considerably less savory. Aircraft that undergo 'hangar annuals,' and subsequently come to a reputable repair station, have bills that are per-

ceived as excessive. This usually is the result of repairing items that have been ignored or passed off as adequate, but in fact are unsafe or questionable. The result is the owner will not return to the shop that is 'playing by the rules' and seeks less costly, but perhaps less safe repairs. We see a significant number of these airframes at our shop and will not compromise quality in these circumstances."

Bressler continued: "The aviation industry is entering a new era with the advent of new, affordable, fast aircraft. Avionic advances and new airframes will improve the safety of flight. Jet Air, as many other small businesses, is looking forward to these changes. We plan to be a significant player in the new aviation!" □

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Packer Games Highlight Executive Air's Role In Green Bay

Executive Air at Austin Straubel International Airport, Green Bay, Wis., has gone through tremendous growth over the past 10 years. Back in the 1960s, Executive Air was a one-hangar facility. Executive Air has since added two hangars and private corporate offices. In addition, it has relocated its maintenance to a brand new hangar, which was completed in 2004. Executive Air firmly believes that their growth has come from its customer service and friendliness. Sales have increased to \$2.5 million a year.

The company's approach is simple... make customers feel relaxed and comfortable during their visit. It starts by welcoming customers with prompt and courteous line service, hot coffee and fresh-baked cookies. Executive Air also has two crew cars for pilots to get around Green Bay during the day.

The hangar facilities at Executive Air are immaculate! General Manager Mark Jaraczewski says, "we try to keep the Disney World atmosphere where if an employee sees a piece of paper on the floor or on the ground, they pick it up. By keeping a clean environment, it shows that you care about your customers, employees and your organization. We receive many comments about the cleanliness of our facility and our employees take great pride in it." Executive Air has approximately 50,000 sq feet of hangar space, which can accommodate everything from a Cessna 150 to a G-5. Executive Air has recently installed high efficient lighting

in all of its hangars. Projected cost savings in energy is \$8,000 per year.

Executive Air has also been very fortunate to have the ability to handle large events that come to town. For example, they handled the Presidential Campaign (Air Force One), handled the Super Bowl charters for Packer Fan tours, and many other major events. Jaraczewski says, "having the ability to handle all types of events makes our FBO very spe-

cial. It opens the doors to all functions of our business."

Green Bay Packer games are definitely Executive Air's biggest event. On a Monday night game, they can expect up to 75 aircraft. In a three-hour window before game time and in a three-hour window after game time, it is very busy, says Jaraczewski. Executive Air adds additional staff in its customer service and line departments on football weekends. During a game, Executive Air provides pilots with some type of tailgate meal (brats, hot beef sandwiches, or Brett Favre chili).

Executive Air's maintenance business has also increased dramatically over the years. Operations performed start at basic engine changes, annuals, and phase inspections on turbines. Their new maintenance hangar has helped with the flow of the business. Executive Air currently has seven mechanics on staff.

The future looks bright for both Executive Air and its customers. □

PILOT SAFETY

Airshow Performer Sponsors Safety Clinic

EDEN PRAIRIE, MINN. — As pilots, we attend airshows each year in awe of the aerobatic flying skills of professional airshow performers. They make some of the most complex maneuvers look simple, and through tremendous showmanship, they entertain us. While performers don't urge pilots who are not trained to try any of their maneuvers, they do wish to instill confidence in all pilots to help them get through difficult and unanticipated situations and emergencies.

Airshow performer, Mike Wiskus of Minneapolis, believes in flight safety so much that each year he organizes a clinic to address flying "fear," and how to overcome its nega-

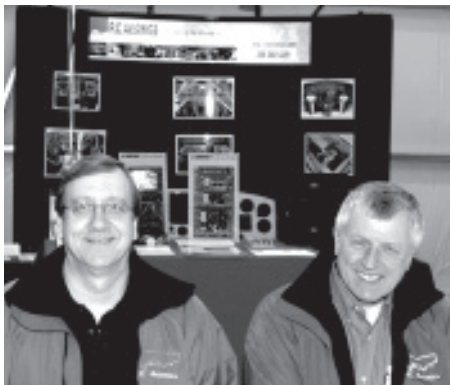
tive effects. He combined the event with a trade show, and invited nationally-renown aerobatic pilots Wayne Handley and Rich Stowell to speak, in addition to himself.



(L/R) Brent Behn, of BEHN Companies (ourplane.com) with insurance agent, Kevin Gruys, airshow performer, John Klatt, and guest speaker, Wayne Handley.

The event was held February 25 at ASI Jet Center at Flying Cloud Airport in Eden Prairie, Minn.

Handley, an award-winning performer, aerobatics instructor and Hollywood stunt pilot, described how he has been able to survived poten-



(L/R) Alan Akre and Russ Callender of R.C. Avionics were among 40 exhibitors at the Aviation Safety Seminar.



A representative of St. Cloud State University was on hand promoting SCSU's four-year Bachelor of Science aviation degree programs.



(L/R) Seminar host Tim Ashenfelter of ASI Jet Center with his son, Paul, and Al Malmberg of the "World of Aviation" program on WCCO-Radio 830 AM.

tially disastrous situations by staying calm and thinking through his options. In one instance, he even planned his inevitable crash landing into a mountain so he could pick the most survivable site.

Stowell, a master flight instructor, aviation safety coun-

selor, and a strong advocate for unusual attitude and spin recovery training, discussed confidence building through training. He has spun an aircraft more than 26,800 times.

ASI Jet Center and Cirrus Aircraft were major sponsors of the totally free event. □

SPECIAL RECOGNITION

Aeronautics Director Celebrates 20 Years At Mn/DOT

ST. PAUL, MINN. – Raymond J Rought, Director of Aeronautics with the Minnesota Department of Transportation Office of Aeronautics, celebrated 20 years with the department, February 7, 2006. At a meeting attended by the entire aeronautics staff,



Ray Rought

Photo by Dan McDowell

Rought displayed a soaring Eagle art print he received from Mn/DOT to recognize his 20-year milestone.

"Sometimes I can't imagine that it has been 20 years," said Rought. "But then I look at the many great experiences and the progress we have made with aviation in Minnesota and I can see the 20 years. I am proud of what we have accomplished and I am thrilled to have the opportunity to work with and for so many fantastic people." Rought continued, "I am fortunate to work in a job and industry where a vast majority of the people involved, truly enjoy what they do. It isn't just a job... it is their passion."

Rought, a certificated pilot, has been involved in aviation for more than 30 years. In June 1970, he began working in aviation with the Michigan Bureau of Aeronautics, immediately after college. In February 1986, Rought was selected as Director of Aeronautics at Mn/DOT. Rought holds the unique distinction of being the longest serving aeronautics director for the state. The previous record was held by Rought's predecessor, Larry McCabe, at 19.5 years.

Under Rought's leadership, Minnesota continues to be recognized as a world leader in aviation, with some of the

finest navigational aids; the fastest, most accurate weather gathering and dissemination systems; and 146 top quality public airports and seaplane bases. Aviation officials from many other states and countries, including Russia, China, Sweden, Finland, and France, have come to Minnesota to

CONTINUED ON PAGE 49

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Raymond J Rought, Director

Dan McDowell, Editor

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Aero Report Card 2005

by Ray Rought, Director

MNDOT Office of Aeronautics

Many, many things have been accomplished in the last year (2005) by your Office of Aeronautics. Here are a few of them.

In our aircraft registration section, decals are no longer required. The operations section completed the new and revised rules. These took effect in September 2005. The aviation education section reports that the new art contest calendars have arrived and that these are the best yet! They are also in the process of completing a volume 5 edition called "Air Traffic," of the aviation book series.

The folks in our airport development section have had a busy year. They have assisted in construction projects that include a new runway at Brainerd, and runway extensions in Rochester, Austin, and Canby. The new control tower in St. Cloud went on line. The new airport in Willmar is nearly complete and is scheduled to open this spring.

The aviation planning section is working hard on the International Air Cargo Distribution Center and will select a site by June 2006. This section is also working on a model land-use study that will also produce a user manual.



Ray Rought

The navigation systems section maintains 70 AWOS's, 34 NDBs, 12 VOR/DMEs, and 15 ILS's around the state. They have installed a new ILS at St. Cloud and International Falls. Both are scheduled for an April commissioning. New AWOS's were installed at Stanton,

Slayton, Paynesville, and Canby. Also the new AWOS displays are being rolled out. Approximately 30 of the State's 70 AWOS's have the new displays at this time.

The new display includes trend graphs. They can be configured to show the previous one (1) to 48 hours of observations and will also archive 30 days of data. The high/low temperature, peak winds, and accumulated precipitation data can be accessed for any 24 hours or 7 days over the past 30 days, or for the entire 30 days. The graphic display includes Nexrad radar imagery. Weather from other Minnesota AWOS's can also be viewed graphically on the new display. There are set tabs at the bottom of the screen, so that the latest observation from nearby or frequently visited airports can be accessed with a single mouse click.

The newest program in navigation systems is called "Precision Forecasting." This system has been

installed at MSP. The system basically breaks down into two parts: sensors and algorithms. The sensors determine the liquid equivalent of frozen precipitation. Sensors are located at MSP, Maple Lake, and Hutchinson. The data is collected by satellite link. The system utilizes this data and the algorithms developed by the National Center for Atmospheric Research to produce the precision forecast.

The precision forecast is intended to facilitate both runway snow removal and deicing operations as well as improve the traffic management and airport operations during winter storm events. The forecast itself is short range (one to two hours into the future), but is more precise temporally and spatially than other systems. A graphic display shows the predicted storm path. Precipitation type and accumulation are also forecast. The period of time for which an application of de-icing solution will be effective is given, thus reducing the amount of de-icing fluid needed, which is desirable for both economic and environmental reasons.

You can see from these highlights that the Mn/DOT Office of Aeronautics has had a very busy, but very productive year. Your Office of Aeronautics continues to work hard to provide the best services and products possible for the aviation community. Please let us know if you are aware of something that can affect safety, or if you have an idea to share with us. We appreciate, and request your input and active participation in Minnesota aviation. □

The Focal Point

There is a famous (anonymous) quote that says, “To most people, the sky is the limit. To those who love aviation, the sky is home.” Whomever it was that made that statement must have known very well what pilots and aviation enthusiasts feel. How fortunate we are as pilots or people with a deep-seated love and appreciation of all that is aviation.

Leonardo da Vinci once said, “When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.” A true statement indeed, but to understand and appreciate more about flight, one must understand where that flight begins. That would be, quite simply, at the “airport.”

There are 136 publicly owned and operated airports in Minnesota. These facilities provide at a minimum, a safe place to land, takeoff, and buy fuel, or simply a place to tie-down and rest for a night. Many offer much more, but all are the front door to the communities they serve. They provide their communities with “a mile” of turf, asphalt, or concrete that connects them to the world!

In a number of articles in the past, you have read the statement that the airport is the community’s front door. Without an airport, cities may struggle to grow and attract new business and jobs. With an airport, the front door of the community is open to the state, the nation, and the world! But who is the greeter at the door?

Minnesota’s airports are among the very finest in the nation. This is primarily because of a unique corps of dedicated, hardworking people who have a passion for aviation. They are in fact, the focal point of any airport. They are the *airport managers*. Airport managers are primarily responsible for the operation and administration of the airfield in its

entirety.

The airport manager is the greeter who works in many roles around the airport, most often behind the scenes. Obviously the role varies from airport to airport, but this article will give the reader a general overview of the role of the airport manager. Once you have a better understanding of what they do, you will likely enjoy your time at the airport even more. This is because you will appreciate all that has been done to make your experiences better and safer.

An airport, even with an appearance of simplicity, is in reality a very complex operation. It takes someone with a tremendous eye for detail to oversee and guide the facility’s day-to-day operations. It takes a person with an amazing level of passion and dedication to be an airport manager. There is still much more an airport manager must know and do, understand, care about, or manage, to assure the airport is a safe and user-friendly environment not just for aviators, but for everyone.

Airport managers not only solve problems for their resident aviators, but also handle other tenant and customer issues. They do this while meeting the needs of airport users, and assuring airport adherence to (sometimes) very strict federal and state regulations and guidelines.

Airport managers must be excellent communicators on every level.

It is not uncommon for a manager to give an airport tour, for instance, to a local fourth grade class on a field trip and then immediately rush to a meeting. There, he/she will testify to city or state leaders, explaining the importance of the airport, and its local and regional economic impact, seeking increased understanding and support from them.

Airport managers must be able to work with “on-airport,” as well as “off-airport” groups and individuals. They must have the skills to deal persuasively with people on many levels and yet be sensitive to all.

Minnesota’s airports are safe and

secure because of the constant vigilance, care, and planning directed and often provided by airport managers. They are constantly aware that at any moment an emergency situation can develop. Their actions and guidance can play a critical role in the proper and expedient abatement of emergency situations. Their planning efforts help to keep airport users safe and comfortable wherever possible, and also provide avenues of growth for the future.

This article barely scratches the surface of the day-to-day job of managing an airport. One can see that it takes a multi-talented individual with a fairly vast amount of dedication, patience, and desire to help make and maintain the high quality of Minnesota’s airports.

Keep in mind that these managers are human too. They are subject to the same societal and environmental pressures we all feel. So if a problem arises, help them to understand what you see, what you would like to do to remedy the problem, and how you are willing to work with them to help to fix the problem in a mutually beneficial way.

Work with your managers to help keep your airport viable. Help them to educate the community and local leaders about the value of the airport to the city and region. Urge your airport manager to start the “Adopt-an-Airport” program! Become more involved with your airport and work to support and assist your airport manager. Doing so will give every aviator and aviation enthusiast a more personal stake in the continued success of their community’s valuable asset. Your flying will take on an even greater, more treasured meaning, once you understand “the focal point.”

(D3/28Feb06/MdwstFlyMar06/dqm) □

Airport Managers
Thank you for
all you do!

MINNESOTA AVIATION TRADES ASSOCIATION



Stripped, primed and ready for paint.



The finished product.

New Aircraft Refinishing Company Uses Baking Soda To Strip Off Paint

CLOQUET, MINN. – Tony Fisher, founder of “Aerostrip,” a new aircraft refinishing company in Cloquet, Minnesota, has capitalized on an entirely new concept in aircraft paint

stripping called “Soda Blaster.” Fisher believes that aircraft refinishing begins with using a good system for removing the old finish, and using Sodium Bicarbonate (baking soda) is the best in regards to protecting both the aircraft fuselage and the environment.

Fisher’s dreams of aviation began when he was a teenager as he watched his neighbor build experimental aircraft. This ignited a passion in Fisher for mechanical work. After attending auto body technical school in 1983, Fisher took his mechanical passions to task. He has been involved in bodywork, prep work and painting ever since.

Fisher first started finish blasting in 1984 using sand, but has since found baking soda to be the best, because it strips only the paint. “We don’t have to worry about thinning metals, or scratching chrome or glass,” said Fisher. “The soda doesn’t affect them.”

He went on to say, “Since baking soda doesn’t thin or damage the delicate metals, it is perfect for the aviation industry. We can simply peel off the paint and get around every rivet cleanly – without worrying about harmful chemicals or their residuals which eat away the aluminum.”

With A&P/IA Steve Korhonen of SKOR Aviation and Fisher working closely alongside, aircraft owners can

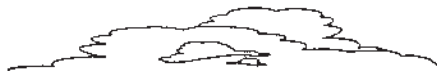
get a new aircraft finish and an annual inspection at the same time. In the plane refinishing process, Korhonen would already have open all of the areas, which need to be inspected.

Gene Weller is the man behind the paint gun. With over 20 years of painting behind him, he’s considered one of the best. Detail work, door jams, and trim are all part of the package. Weller uses a pressure pot gun, and utilizes HVLP technology to minimize dry-spray.

Cloquet, Minnesota is located 20 miles south of Duluth. It is here that the high tech artistry drama unfolds.

First, the aircraft is carefully masked off. Then the low-pressure baking soda blaster is put to work. Pressures are kept low enough so that even the thinnest of aluminum skins are not deformed, around 60 pounds. (Fisher will blast the paint off an empty pop can while you watch just to prove it!) After the aircraft is stripped, all inspection plates are removed to vacuum any remaining soda. To allow thorough cleaning, the cowl is removed, along with wheel pants and any necessary accessories. Next, the plane is pressure washed, followed by a vinegar wash, followed by another washing.

The metal is etched and then epoxy sealed. A light-weight filler is then used for all needed body work.



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Next, the color scheme selected by the customer is applied by master painter Gene Weller and crew. It's the crew's responsibility to keep Weller's painting process expeditious. Dry-spray is minimized by the crew as they stay ahead of Weller with any necessary scaffolding or additional apparatus. This allows him to keep the entire plane wet with paint.

After much research, Weller has found that single-step paints are best for painting aircraft. The two-step process of base coat/clear coat has the initial depth of color to which people are accustomed in the auto industry, but the extra coat adds to the weight factor, which is undesirable for aircraft. Also, clear coats can delaminate, even when applied correctly, which disturbs the laminar airflow. AeroStrip has chosen a product that is durable, color stable, and contains an ultra smooth finish to reduce drag.

Masking and color application are done from the bottom up to keep all surfaces and lines clean. Final assembly is done by AeroStrip's A&P, followed by application of N-numbers and any detailing that needs to be done.

Fisher says, "I can safely strip a plane in one day and have it ready to paint within one more day." The average plane will take only about one week from start to finish.

Fisher says that his company also stands behind its work. For additional information, call (218) 260-7879 or email Tony Fisher at aerostrip1@hotmail.com. □

Light Sport Aircraft Sales & Training At Airlake

LAKEVIEW, MINN. – The owner of the fixed base operation at Airlake Airport in Lakeview, Minn., Franco Fiorillo, has partnered with another individual to form LSA North at the airport. LSA is a Light Sport Aircraft dealership serving the Upper Midwest. Five aircraft have already been sold with the first delivery arriving in April 2006.

LSA North will provide Sport

Pilot training while the flight school already located at the airport, Airlake Flight Training, will continue to provide more advanced flight training.

For additional information on Sport Pilot, go to www.sportpilot.org. □

New Flight Facility At ANE Offers Pilots *A Piece of the Action!*

BLAINE, MINN. – There is still time for pilots to own a piece of the action as Flight Line Enterprises makes plans to build a new airport cafe and event center at Anoka-County-Blaine Airport in the Twin Cities. Headed by Craig Schiller, the newly formed corporation continues to offer shares of common stock to reach its goal and secure its final phase of financing. "Now is the time to be a part of the north metro expansion and become a share holder for only \$1 per share," says Schiller. With room to grow, Anoka County-Blaine Airport offers a great deal of potential for general aviation, and Flight Line Enterprise Cafe & Event Center will be part of this growth.

Anyone who purchases 5,000 shares or more, becomes a member of "The Prop Club" and will receive "VIP" treatment, along with other benefits and gifts. Membership to the Prop Club is limited to the first 100 people. For additional information, go to www.FlightLineLTD.com and click on "Prop Club." Questions and inquiries can be directed at Craig Schiller at 763-784-6400 (cschiller@FlightLineLTD.com). □

Minnesota Aviation Hall of Fame Offers Scholarship

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame (MAHoF) will award two (2) scholarships May 13, 2006 at the 13th Annual MAHoF Induction Banquet to individuals who are pursuing a career in aviation. Each scholarship is \$500.

One scholarship will be awarded to an individual who will graduate from high school in the spring of 2006, or to an individual who is currently enrolled in a post-secondary aviation-related program (i.e. college aviation program, flight training, aviation technical school, flight dispatcher school, et.al).

The second scholarship can be awarded to an individual who is enrolled in an aviation education class, or flight training, and who is still in secondary school.

For details and applications, email Al Lange at allange@qwest.net

Please Note: All applications must be received on or before April 15, 2006 in order to be considered. All applications should be presented on 8x11-inch paper and preferably typed. Applications will not be returned and are the property of MAHoF. Winners will be notified by April 30, 2006. Scholarships will be presented on May 13, 2006 at the MAHoF Banquet, Thunderbird Hotel, Bloomington, Minn. □

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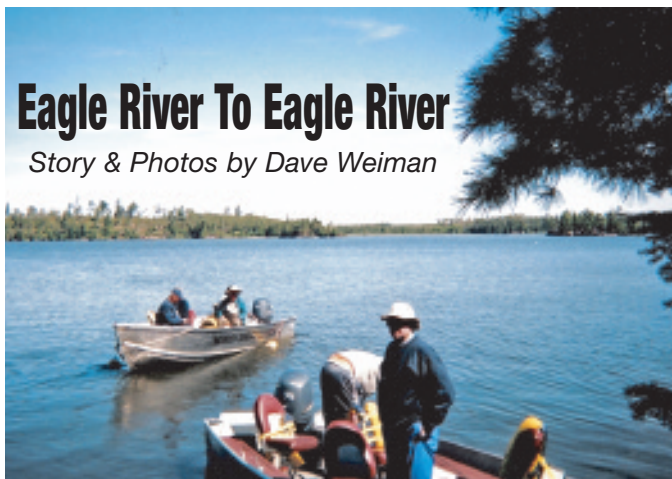
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DESTINATIONS

Eagle River To Eagle River

Story & Photos by Dave Weiman



Within minutes of landing at North Shore Lodge and Airstrip, pilots can be fishing in crystal clear Canadian water.

EAGLE RIVER, WIS. – Each year I fly a couple of friends to some remote airstrip in Canada for a few days of fishing where even a novice fisherman like myself can catch record-sized fish. Last year the “Midwest Flyer Canadian Fishing Fly-Out” was held at North Shore Lodge in Eagle River, Ontario. I departed solo from Oregon, Wis. on August 19, 2005 and picked up expert fisherman, Ray Rubin, at his home in Eagle River, Wis. We then flew

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direct to Fort Francis, Ontario to clear customs and met up with the rest of our group at the Rendezvous Hotel where we stayed over to get an early start the next day.

We found North Shore Lodge the perfect place for those wishing to experience a fly-in Canadian fishing resort close to the border. Located just 65 miles north of Fort Francis, North Shore Lodge is an easy flight from nearly anywhere in the Midwest. The lodge features a beautiful 2,400-foot grass airstrip within walking distance to the cabins, in contrast to compacted gravel strips at most Canadian fly-in lodges.

The accommodations, boats, motors, food and staff were outstanding! We managed to catch our daily shore lunch and take home our limit of Walleye and Northern. We tried our luck at Muskie fishing, but they weren't biting.

On our return flight, we flew direct to Ely, Minnesota to clear customs and gas up. The weather was great going up, and "so-so" on the return flight.



North Shore Lodge has a beautiful grass airstrip within walking distance of the lodge (right).

For additional information on North Shore Lodge, call 1-800-976-9779, or visit their website at www.northshorelodgeontario.com.

North Shore Lodge, we will be back!

The 2006 "Midwest Flyer Canadian Fishing Fly-Out" will be held August 24-28 at North Spirit Lake Lodge, located 110 miles north of Red Lake, Ontario. North Spirit Lake Lodge features a 3,500-foot airstrip, and both American and Housekeeping plans. For additional information, email dave@midwestflyer.com, or to make reservations call



Fly-in participants enjoyed a delicious shore lunch of Walleye.

1-800-432-6755. The North Spirit Lake Lodge website is www.northspiritlelodge.com. This "fly-in-only" fishing resort can only accommodate 28 people, so book early and plan the Canadian fly-in fishing experience of a lifetime! ☐

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LISTING INFORMATION

* Indicates any new or updated calendar listings since the last issue.

APRIL 2006

- 19-21 **WILLMAR, MINN.** - 2006 Minnesota Airports Symposium "Transition In Aviation," 218-828-5049.
- 22* **MANITOWOC (MTW), Wis.** - RC Airplane Day at Manitowoc County Airport. 920-682-0043.
- 23* **ST. CLOUD (STC), MINN.** - Airport Day 10am-3pm. Grilled Food. 507-438-0782.
- 29* **HIBBING (HIB), MINN.** - Chili/Hot Dog Extravaganza Fly-In 11am-3pm. 218-263-4152.
- 29-30* **OSHKOSH, Wis.** - Pioneer Airport Opening Weekend at EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org

MAY 2006

- 1-3 **GREEN BAY, Wis.** - 2006 Wisconsin Aviation Conference (715-358-2802) at the KI Convention Center and Regency Suites Hotel.
- 1-5 **OSHKOSH, Wis.** - School Week "Field Trips" at EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 5-7* **BRAINERD, MINN.** - Minnesota Seaplane Safety Seminar at Cragun's Resort, East Gull Lake. Reservations 218-825-2852. www.mnseaplanes.org
- 6* **KNOX (OXI), IND.** - Starke County Airport Pancake Breakfast. 574-772-5001.
- 6-7* **OSHKOSH, Wis.** - Coupes & Cubs Fly-In at Pioneer Airport, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 7* **FREMONT (3FM), MICH.** - Blessing of the Planes. Lunch 10-Noon. Bessing 11am. 231-924-7080. www.avcraftltd.com
- 8* **APPLETON, Wis.** - Fighter Pilot Forum at The Big Picture. Amazing film and speak to current and past fighter pilots. 920-426-6108. www.airventuremuseum.org
- 9-10 **MOLINE, ILL.** - 2006 Illinois Aviation Conference (217-785-8516) at The

MARK. Conference Hotel will be the Radisson Hotel.

- 10 **MOLINE, ILL.** - Illinois Aviation Hall of Fame Banquet (217-785-8516). Reception at the John Deere Commons & Dinner at The MARK
- 13 **BLOOMINGTON, MINN.** - Minnesota Aviation Hall of Fame at the Ramada/Thunderbird Hotel. 5:30pm Social Hour. Reservations are \$35 per person payable to MAHOF, 1101 E. 78th St., Suite 150, Bloomington, MN 55423.
- 14* **FERTILE (D14), MINN.** - Pancake Breakfast. 218-945-3136.
- 20* **LAND O'LAKES (LNL), Wis.** - Pancake Breakfast 7am-Noon. Also a 7.5 or 15 mile walk or bike ride (paid entry). 715-547-3337.
- 20* **WAUPACA (PCZ), Wis.** - Rock Your Wings & Wheels Fly-In. 715-258-2800 x4. www.cessnaflyer.org
- 20* **POPLAR GROVE (C77), ILL.** - Angel Flight Family Festival Day Fly-In at the Wings & Wheels Museum. 10am Pilot Social Hour. 11am Festival Opens With A Full Day of Fun & Food & A Lot More. Rain or Shine. Admission Charged. 847-909-0482. www.poplargroveairmotive.com/museum/calendar.htm
- 20-21 **IOWA CITY (KIO), IOWA** - Eastern Iowa Big Kids Toy Show. Fly-In Breakfasts 7am-1pm. 888-925-3947.
- 20-21* **BLAINE (ANE), MINN.** - "Blaine Aviation Weekend" at the Anoka County/Blaine Airport. Breakfast 7am-Noon. Lunch Noon-4pm. Hangar Dance 20th 8pm. 763-786-5004 / 4146. www.discoveraviationdays.org
- 21 **ROMEIOVILLE (LOT), ILL.** - Fly-In Breakfast 7am-Noon at Lewis Romeioville Airport. 630-243-8213
- 21* **BRODHEAD (C37), Wis.** - Pancake Breakfast 7am-Noon. 815-624-7583. www.eaa431.org
- 21* **SPRING GREEN (LNR), Wis.** - Fly-In Pancake Breakfast at Tri-County Airport 7am-Noon. 608-583-2600.
- 21* **MT. MORRIS (C55), ILL.** - Breakfast 7am-Noon at Ogle County Airport. 815-732-7268.
- 21* **EASTPORT (59M), MICH.** - Breakfast 7-11am. 231-599-3128. www.torchportairportpark@torchport.com
- 21* **TAYLORVILLE (KTAZ), ILL.** - Fly-In Pancake Breakfast 7-11am. 217-820-5354 / 217-824-9313. www.eaa1315.org
- 22* **SPARTA (CMY), Wis.** - Lumberjack Breakfast 7am-Noon. Shuttle Available to Fort McCoy Armed Forces Day Activities. 608-269-6511. dpw@ci.sparta.wi.us
- 26-28* **RED WING, MINN.** - Wings of Freedom 2006 Air Show. www.wingsoffreedom.org
- 27* **WAUTOMA (Y50), Wis.** - Chicken Barbeque 10am-2pm. www.y50.org
- 27-29* **COLUMBIA, Mo.** - Memorial Salute to Veterans Airshow. www.salute.org
- 28* **MANITOWISH WATERS (D25), Wis.** - Pancake Breakfast 8am-Noon. 715-543-8320. mwchair@centurytel.net

28* **PORTAGE (C47), Wis.** - Pancake Breakfast 7am-Noon. 608-742-3300.

28* **LAKE CITY (Y91), MICH.** - Pancake Breakfast 7-11am at Home Acres Sky Ranch. Rain or Shine. 248-524-2355.

JUNE 2006

- 1-3 **LA CROSSE, Wis.** - Deke Slayton Airfest. 608-779-9994. www.airfest.com
- 3 **FREDERICK, MD.** - AOPA Fly-In. 1-800-USA-AOPA www.aopa.org
- 3-4* **MANITOWOC (MTW), Wis.** - Manitowoc Airshow & Hot Air Balloon Rally. Lots to eat & drink. 920-482-1650. cdrrum@lakeshoreaviation.com www.manitowocairshow.com
- 4 **AUDUBON, IOWA** - Breakfast 6:30-10:30am. 712-563-3780.
- 4* **REEDSBURG, Wis.** - Fly-In Breakfast 7a-Noon. 608-524-6888. donhull@mwt.net
- 4* **JUNEAU (UNU), Wis.** - Open House & Pancake Breakfast 8am-Noon. 920-386-2402. tim.bentheimer@wisconsinaviation.com
- 4* **WILD ROSE (W23), Wis.** - Pancake Breakfast 8am & Pig Roast 11:30-???. 715-258-2037.
- 6-7* **OSHKOSH, Wis.** - International Young Eagles Day at EAA AirVenture Museum & Wittman Regional Airport. 920-426-6108. www.airventuremuseum.org
- 10-11* **JANESVILLE (JVL), Wis.** - Southern Wisconsin Airfest 9am-???. Air Show Noon. 608-754-5405. www.swairfest.org. swairfest@peoplepc.com
- 10-11* **SPENCER (SPW), IOWA** - "Fly Iowa 2006" at the Northwest Iowa Regional Airport. 10th Educational Programs Day. 11th Flight Breakfast 7am, Airshow 10:30am & 3pm. 712-262-1000.
- 11 **WATERTOWN (RYV), Wis.** - Wisconsin Aviation's Annual Open House & Pancake Breakfast. 7am-Noon. Static Aircraft Display. 920-261-4567. krys.brown@wisconsinaviation.com
- 11* **MONTEVIDEO (MVE), MINN.** - Fly-In Breakfast 8am-1pm. 320-269-8925.
- 11* **ALBERT LEA (AEL), MINN.** - Fly-In Breakfast 7am-12:30pm.
- 17* **SAUK PRAIRIE (91C), Wis.** - Breakfast 8-11am. Barbeque Chicken 10am-6pm. Classic car, antique tractor display & Skydiving. 608-643-7806. lwied@chorus.net. doylecurtis@aol.com
- 17-18* **OSHKOSH, Wis.** - Ultralight/Light-Sport Aircraft Weekend at Pioneer Airport, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 18* **BARABOO - WISCONSIN DELLS (DLL), Wis.** - Pancake Breakfast 7am-Noon.
- 18* **EAGLE RIVER (EGV), Wis.** - Pancake Breakfast & Brat Lunch 7am-3pm. 715-479-7442. egvport@verizon.net
- 18* **MINERAL POINT (MRJ), Wis.** - Breakfast 7am-1pm. 608-987-9931.
- 18* **PALMYRA (88C), Wis.** - Pancake Breakfast 7am-Noon. 262-495-4342.
- 18* **SHEBOYGAN (SBM), Wis.** - Wings & Wheels, Pancake Breakfast, Brats &

<p>18* Hamburgers Lunch 7am-4m. Antique tractors & cars. 920-377-0704.</p> <p>18* WAUPACA (PCZ), Wis. - Pancake Breakfast 7am till food is gone. 920-867-3201.</p> <p>18* DODGE CENTER (TOB), MINN. - Pancake Breakfast 7am-Noon. 507-282-9682. www.eaa100.org</p> <p>18* TAYLORVILLE (KTAZ), ILL. - Fly-In Pancake Breakfast 7-11am. 217-820-5354 / 217-824-9313. www.eaa1315.org</p> <p>22-25* NEW LONDON (3WN4), Wis. - Powered Parachute Association Fly-In at Mark's & Airfield. 608-837-4050. flight@merr.com</p> <p>24* OSHKOSH, Wis. - Wings on Strings Kite Festival at EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org</p> <p>24-25 BRAINERD, MINN. - Air Show.</p> <p>24-25* NEW RICHMOND (RNH), Wis. - Fly-In Pancake Breakfast 7am. Airshow at Noon. www.nrairport.com 715-246-7735.</p> <p>25* ST. CLOUD (STC), MINN. - Wheels, Wings, Water Festival Fly-In Pancake Breakfast 8am-1pm. 320-255-7292.</p> <p>25* CALEDONIA (CHU), MINN. - Fly-In Breakfast 7:30am-Noon. brianm@acegroup.cc</p> <p>25* RIO (94C), Wis. - Pancake Breakfast 7am-Noon. 847-736-4603 or 920-992-3038. rmoser@chartermi.net</p> <p>30-6/4 STARBUCK, MINN. - 1st Fly-In Breakfast 7am-Noon. 320-795-2786.</p> <p>JULY 2006</p> <p>1* OLON SPRINGS (OLG), Wis. - Fly-In 9:30am-2pm. Hamburger & Brats. 218-729-7764. www.eaa272.org</p> <p>1* OSHKOSH, Wis. - Planes, Manes & Automobiles - P-51 "Mustang" Aircraft &</p>	<p>Ford Mustang, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org</p> <p>2* AUSTIN, MINN. - Fly-In Breakfast 7am-1pm. 507-433-7115 / 507-433-1813.</p> <p>3-4* LAND O'LAKES (LNL), Wis. - Fireworks Display, Food & Drinks. 6pm. 715-547-3337. lolaairport@frontiernet.net</p> <p>4* MANITOWISH WATERS (D25), Wis. - 4th Celebration 9am-10pm. Brats, Activities & More. Fireworks at dusk. (Rain Date 5th) 715-543-8488. 888-626-9877. www.manitowishwaters.org</p> <p>4* MT. MORRIS (C55), ILL. - Breakfast 8-11am at Ogle County Airport. 815-732-7268.</p> <p>7-8* CAPE GIRARDEAU, Mo. - Cape Girardeau Regional Air Festival: Heroes & Legends featuring Aeroshell Aerobatic Team, Skip Stewart Airshows, World Parabolic Swoop Team. 573-334-6230.</p> <p>8* PHILLIPS, Wis. - Float/Fly-In, 8am plane rides, aerobatic show 11am & 2pm, planes/seaplanes on display. Breakfast 8-11am. 800-269-4505. pbbh@co.price.wi.us</p> <p>8 SUPERIOR, Wis. - Pancake Breakfast 8-11am. 218-729-7764. www.eaa272.org</p> <p>8* HIBBING (HIB), MINN. - Fly-In Breakfast 8am-1pm. In conjunction with Mines & Pines Jubilee. 218-263-4152.</p> <p>8* STURGEON (SUE), Wis. - Pancake Breakfast at Door County Cherryland Airport 8-10:30am 920-743-6082.</p> <p>8* ALGOMA (95C), Wis. - Fly-In & Hangar Dance at Rio Creek Airport 7:30am-5pm. Breakfast 7:30-11am. Brats, Burgers & Ray Rollins Polka Band 11am-3pm. 920-837-7777.</p> <p>8-9* IOLA (68C), Wis. - Iola Old Car Fly-In at</p>	<p>Central County Airport. Breakfast, lunch & Wing Camp Ground. 920-596-3400 or 920-244-7808. ejknjan@wolffnet.net</p> <p>8-9* DULUTH, Wis. - Airshow 2006 featuring the Thunderbirds, Patty Wagstaff, Red Baron Squadron, MiG-17 and more. 218-628-9996.</p> <p>9 MIDDLETON (C29), Wis. - Fly-In Breakfast at Morey Airport. 7:30am-Noon. 608-836-1711. www.eeachapter1389.org</p> <p>9* PLATTEVILLE (PVB), Wis. - Pancake Breakfast 7am-Noon. 608-348-3582. (Rain date 15th.)</p> <p>9* HAYWARD (HYR), Wis. - Pancake Breakfast 8am-1pm. 715-634-3246.</p> <p>15-16* MILWAUKEE, Wis. - Air Expo with Thunderbirds & Golden Knights at the Veterans Park On Milwaukee's Lakefront. www.tcfbankairexpo.com</p> <p>16* EAST TROY (57C), Wis. - Pancake Breakfast & Lunch. 262-969-2044.</p> <p>16* TAYLORVILLE (KTAZ), ILL. - Fly-In Pancake Breakfast 7-11am. 217-820-5354 / 217-824-9313. www.eaa1315.org</p> <p>20-22* KEOKUK (EOK), Iowa - ILPA-IBDA L-Birds formation school. All warbirds welcome. 319-524-6378.</p> <p>22* NORTHWOOD (4V4), N.D. - Fly-In Breakfast 8-11am. 701-330-2210.</p> <p>22* NEENAH (79C), Wis. - Old Time Airport Days 9am to ?? 920-475-6179.</p> <p>22* LAND O'LAKES (LNL), Wis. - Pancake Breakfast 7-10am. 715-547-3337. (Rain Date 23rd.)</p> <p>22* MANITOWISH WATERS (D25), Wis. - Taste of Manitowish Waters 11am-2pm. 888-626-9877. www.manitowishwaters.org</p> <p>22-23* SIoux FALLS (FSD), S.D. - Airshow 2006. Blue Angels & Steve Falon.</p>
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WRAPUPS

FUNDING PROPOSAL FROM P. 21

before, a user fee for some ultimately becomes a user fee for all, and that would be the death of general aviation. And it is more than ironic that a chronically bankrupt industry that has mismanaged its affairs to the point that it can't even pay full employee pensions is now telling Congress what it 'must' do to run the FAA as a business." The airline principles, announced as the "unified vision" of the 19 airline members of the Air Transportation Association (ATA) for "funding a next-generation air traffic control system," calls for Congress to "impose a specific schedule of mandatory user charges, directly and proportionally linking system use with system costs." □

DUGGY FROM PAGE 25

TBM Avenger, PT-19, Stearman, 1917 Standard, L-5, L-6, and Wright Flyer Replica.

Membership in the museum is available for \$25 for individuals, \$35 for couples, and \$55 for families. In May of each year, the museum hosts America's largest display dedicated to Vietnam veterans. For additional information, visit www.fargoairmuseum.org or call 701-293-8043. □

ROUGHT FROM PAGE 41

study how aviation works from the smallest singular item, all the way to the extensive planning being done for the future.

Rought has been an active participant in aviation on a national level. There he has held the position of president of the National Association of State Aviation Officials (NASAO) and

other top level positions. He has held active positions with the Transportation Research Board (TRB), and the American Association of State Highway and Transportation Officials. Rought has been, and continues to be, very active in state aviation. Most weekends he can be found attending meetings in support of recognized aviation groups and organizations, including the Civil Air Patrol. He is also the current vice president of the Minnesota Aviation Hall of Fame.

"I am always busy, and never bored," says Rought. He added, "The value and importance of aviation to our society and to our world is a driving factor to me. Without aviation, our state, region, and world would be drastically different. With aviation, even the smallest city in the state that has an airport, has their 'front door' open to the world!" □



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LENZ CONTINUED FROM PAGE 33

struck a tree. Lenz was the director of aircraft maintenance at EAA for over 15 years and just began teaching at FVTC in 2004.

While attending Black Hawk Technical College in Janesville Lenz was part of the team to build the Wright Flyer, a full sized replica of the first airplane, which is the first aircraft on display as visitors enter the EAA museum. □

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DANE COUNTY AIRPORT FROM P. 29

this project and getting them on the same page was a big step for us,” said Laura Morland, project manager for Mead & Hunt. In all, Mead & Hunt coordinated with 10 federal, state, and local agencies as well as local environmental groups over a three-year period to get this job done, and the results were interesting.

The first hurdle Mead & Hunt had to contend with was the geography just north of the airfield, which includes Cherokee Marsh. Engineers and scientists had to wrestle with improving the safety of DCRA while also protecting this very sensitive environmental area. Moving the rail line through a wetland area was potentially very controversial, but due to Mead & Hunt’s coordinated efforts with several agencies and the development of a comprehensive mitigation plan, the team was able to move the rail with minimal environmental impacts. The final plans determined that a 3,100 foot railroad land bridge would allow free passage of water beneath the rail alignment, while a runoff overpass was designed in another part of the project to avoid adverse secondary wetland impacts. Construction of the bridge began during the winter of 2004 when the peat was frozen in order to reduce construction-related impacts on the wetlands. Bridge construction was performed from the bridge itself, keeping all construction equipment out of the marsh and preventing damage to this sensitive area. With a work crew on each end of the bridge, the contractor constructed two spans each week to complete the 112 span structure on schedule.

The rail line was not the only challenge presented to Mead & Hunt’s environmental professionals during the RSA improvements.

Starkweather Creek which winds its way around the airport would also need careful attention while being diverted. This creek in particular is of great importance to the area due to its outflow into a popular area lake. Water quality enhancements and providing flood storage were primary objectives.

Mead & Hunt’s solution included planting dogwood trees along the newly designed creek bed. These trees help keep the water shaded and cool which improves water quality. Engineers included specific flood storage measures that will help detain runoff from heavy rains to prevent flooding.

This is not the first time Mead & Hunt has worked on water quality improvements at DCRA and the Starkweather Creek. A few years ago the firm designed a system to capture and treat storm water contaminated with deicing fluids. The storm water collection system was redesigned to direct storm water runoff from the aircraft deicing areas to a treatment basin and to divert uncontaminated storm water to the creek. The treatment basin has a storage volume of two million gallons and is aerated using two 40-horsepower blowers and 60 stainless steel coarse bubble diffusers. A pump station was installed to pump contaminated storm water to the sanitary sewer. Storm water contaminated with deicing fluids is treated in the basin during the deicing season (October through May). Supplemental nutrients are added to facilitate the biological removal of the deicing fluids. The storm water in the basin can be pumped to the sanitary sewer for disposal if additional storage capacity is needed prior to adequate removal of the deicing fluids. Once the storm water in the basin meets the discharge water quality requirements, it is discharged from the basin to the adjacent creek. This design by Mead & Hunt was the first of its kind in the Midwest.

Aside from the environmental work going on at DCRA, there is also an impressive engineering aspect to this RSA project, which involves moving a busy two-lane county highway and constructing a new railroad crossing without disrupting traffic. The highway is popular with morning and evening commuters handling nearly 10,000 vehicles every day.

“Shutting this road down for a month would have been preferable,

but was never an option,” said Dave Elder, a project engineer for Mead & Hunt. It was determined that a secondary and temporary road would need to be built in order to reroute traffic so construction crews were free to build a new railroad crossing and lay the groundwork for the new highway.

“Currently the highway project is nearly 75 percent complete,” said Elder. “When fully completed, it’s not just the airport that will enjoy improved safety, but commuters as well.” Mead & Hunt’s redesign of the county highway includes removing a sharp turn that has been the site of several vehicle accidents.

Upon successful completion of this environmental process and mitigation design, the Mead & Hunt team was honored by special recognition of their efforts by the Wisconsin Secretary of Transportation and the Deputy Director of the Wisconsin Department of Natural Resources.

Mead & Hunt professionals have expertise in the National Environmental Policy Act (NEPA) and other federal, state and local regulation related to airports. Their high-quality environmental documents for airports, including those in Wisconsin, Michigan and Minnesota, endure stringent federal, state, and local agency review processes.

Mead & Hunt’s environmental specialists offer a wide range of technical services. Their airport environmental services staff includes environmental engineers, planners, noise specialists, wetland specialists, biological specialists, architectural historians, and air and water quality experts.

Dane County Regional Airport logs an average of 130,000 landings and takeoffs each year of which 61% is general aviation, 34% is airline, and 5% is military. Tenants include Wisconsin Aviation, Inc., Wisconsin Air National Guard (115th Fighter Wing), 10 airlines providing 100 scheduled flights each day, and two cargo carriers which haul 22 million lbs. of freight and mail each year. The airport has an FAA Air Traffic

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Naval Reservists from St. Paul and Minneapolis fired the first shot in defense of our nation, sinking a Japanese submarine just outside of Pearl Harbor an hour before the infamous attack. These veterans formed what is called "The First Shot Club."

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In China: The Flying Tigers fighter squadron was the first to helped slow the Japanese advance through Southeast Asia. During the Red Wing

Airshow, spectators will have the opportunity to meet and hear a Flying Tiger's experiences first hand.

Over Japan: The Doolittle Raiders B-25 squadron was the first to take the war to the enemy homeland by bombing Tokyo four short months after Pearl Harbor. During the Red Wing Airshow, you can hear their story from the mouths of three of the 16 remaining Raiders.

In Fortress Europe: The 101st Airborne and the 82nd Airborne were among the first on the ground from D-Day, and the Battle of the Bulge, to VE - Day.

In the skies over southern Europe and the Mediterranean: The Tuskegee Airmen were the first black pilots in the United States Army Air Corps. They will be telling their stories first hand at the Red Wing Airshow.

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The U.S. Air Force F-16 West

Coast Demonstration Team, "Viper West," will be performing solo and in a Heritage Flight with the P-51 "Gunfighter." Also on hand will be the new T-6A Texan II Demonstration Team performing and also flying a Heritage Flight with a WWII T-6. The U.S. Army Green Beret Parachute Team will also be on hand.

Darrell Masseman and John Klatt will perform their award-winning aerobatics and the show will close with Julie Clark in her world-famous Mopar T-34.

Aircraft on display and in the air will include a B-17 (Lone Star Flight Museum), B-25 (Minn. Wing CAF), AC-47, P-51s, a P-40, T-6s, a BT-13 and L-Birds.

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Manitowoc County Airshow Becomes Thunder On The Lakeshore!

MANITOWOC, WIS. – The Manitowoc County Airshow is making some noise, while expanding its base to regional status. The name of the show, now in its 14th year, is now officially "Thunder on the Lakeshore – Northeastern Wisconsin's Premier



F/A-18 Hornet

Airshow." This year's airshow at the Manitowoc County Airport is scheduled for June 3-4, 2006.

Modern military flight demonstrations will include an F-16, F/A-18, A-10 and T-6 Texan II.

Fowler Cary will return this year in his T-33 jet trainer, "Vintage Thunderbird," as will Dr. Guy Baldwin in his Extra 300, Bob Post in his Pitts Special, Jim "Fang" Maroney in his Super Chipmunk, Steve Falon in his Pitts Special, and John Mohr in his stock Stearman.

New civilian acts this year will include Steve Oliver flying a 1956 de Havilland Chipmunk and his wife, Suzanne, will be skywriting. Former Navy combat pilot and flight instructor, David Burdine, will fly a Russian MiG-17, one of the most dangerous fighters of the Vietnam era.

Fly-in aircraft welcomed. Airspace closed from 12:30 to 4:30 p.m. Airshow starts at 1:00 p.m. Check NOTAMS. MTW Unicom: 122.8. □



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