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**ON THE COVER:** A 1941 Waco UPF-7 (NC30199), powered by a Continental R670 220 hp engine. This aircraft was originally owned by a flight school in Tampa, Fla. and used for the Civilian Pilot Training program during World War II, then later used for charter, then sold to someone in Mississippi where it was damaged. In 1958, the wreckage was purchased by Dr. E. Tom Ruhle, a dentist from West Allis, Wisconsin, for \$600.00. His neighbor, EAA Founder Paul Poberezny, assisted in its restoration, and in 1962, the aircraft was flying again. It has since been sold to Pat Ohlsson of Spruce Creek, Fla., so it is back in its home state. *Photo by Robb Gessert*

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# MIDWEST FLYER

APRIL/MAY 2007

**MAGAZINE**

Serving Midwest Aviation Since 1978



## Future FAA Funding & How It Could Affect Your Flying

by Dave Weiman

February marked the beginning of the next phase in the battle over FAA funding. The White House has submitted its FAA refinancing proposal to Congress and an analysis done by the Aircraft Owners & Pilots Association shows that if it passes, GA would be severely harmed.

The new funding proposal includes **"user fees"** for everything from ATC services in Class B airspace to medical certificates. Avgas taxes would increase from approximately \$ .21 to \$ .70 a gallon. *We cannot permit this to stand!*

The airlines talk about creating "fair" and "sustainable" funding mechanisms for the FAA. What the airlines

**CONTINUED ON PAGE 8**



dialogue

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## FAA FUNDING CONTINUED

are really talking about is money and power. They want to pay less for an airspace system designed and operated specifically for them. And they want to usurp control of the system – and \$6 billion – from our elected representatives in Congress. This is pure greed, self-serving, and would severely hurt General Aviation and your pocketbook.

The irony is, if General Aviation is adversely affected, so will the airlines be adversely affected, because General Aviation is their number one source for pilots. They just don't seem to get it. We are in this aviation community together, but their multi-million dollar a year executives don't look at the bigger picture and they, like FAA Administrator Marion Blakey, are for the most part not pilots, and are disconnected. They only think short-term and look out for their own pocket-books and political ambitions.

While General Aviation is promoting aviation, getting more people to learn how to fly, and encouraging

young people to seek aviation careers, the airlines are doing just the opposite by taking the joy out of flying with overbooked flights, poor employee morale, and a complicated and low fare system which only compounds their financial problems.

We agree with the airlines that the Air Traffic Control system needs to be modernized; but we disagree over how and how much is needed to pay for it. They have no idea of what it will be, or how much it will cost. To budget something sight unseen is highly irresponsible.

There is much at stake in the FAA funding issue beyond "user fees." The cost of flying is a critical issue. But the "devil is in the details" as they say, and the battle ahead will affect how and even if you fly in the future.

Watch for additional articles on this topic and be sure to take the time to write to your Congressmen. If you do not have your Congressman's contact information, AOPA provides an easy and convenient means for you to send them a personalized email. Refer to the new FAA Funding Debate section on the AOPA website for more information at <http://www.aopa.org/faafundingdebate/>. In the meantime, I

urge you to email me your email address at [dave@midwestflyer.com](mailto:dave@midwestflyer.com) and *Midwest Flyer Magazine* will help keep you informed on this and other critical issues.

This issue of *Midwest Flyer Magazine* is dedicated to the four state aviation conferences to be held in Wisconsin, Illinois, Minnesota and Iowa. Not only do I urge you to attend, but I encourage all participants to make "user fees" on General Aviation the number one issue of discussion.

Regardless of your friendships, and your political affiliations, do not let FAA officials who speak at these events, get off the podium without engaging discussion on this issue. Let's hold them accountable for the Administration's proposal. □

## DESTINATIONS

### Last Call For The Bahamas

CHICAGO, ILL. – Pilots from the Midwest are invited to join Chicago area pilots in a fly-out to the Bahama Islands, April 28 thru May 6. For additional information visit [www.ceaa.us/flyout.html](http://www.ceaa.us/flyout.html), or call trip coordinator, Lou Nistler, at 847-823-6713. □

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## Congressman Boswell, AOPA's Boyer & FAA's Blakey Invited To Speak At Iowa Aviation Conference

WEST DES MOINES, IOWA – Congressman Leonard Boswell, representing Iowa's Third Congressional District, will kick off the Iowa Aviation Conference, April 4, at the Sheraton Hotel, West Des Moines, followed by FAA Administrator Marion Blakey as the luncheon speaker, and AOPA President Phil Boyer at 3:00 pm for the general session, and again at 7:30 pm for an AOPA Pilot Town Meeting.

Boswell was first elected to the U.S. House of Representatives in 1996. In his tenure as a member of Congress, Boswell has provided meaningful tax relief to working families, supported the most comprehensive education reform ever undertaken, and has been instrumental in crafting aviation security legislation. He also continues to fight for keeping Iowa's small businesses and rural communities vital, prevent-



Rep. Leonard Boswell

ing crime, and fighting for Iowa's families.

In the 110th Congress, Boswell was named chairman of the Agriculture Subcommittee on Livestock, Dairy & Poultry. In his position as chairman, and as one of only 18 farmers in the House of Representatives, he will play an integral role in writing the new farm bill during the 110th Congress. Boswell also serves on the House Committee on Transportation and Infrastructure.

In 2001, Rep. Boswell was named a member of the House Permanent Select Committee on Intelligence. Given his extensive military background, and top-secret clearance, Rep. Boswell had a comfortable transition as he took on his committee responsibilities.

Rep. Boswell's legislative career began in 1985 in the Iowa State Senate. He was instrumental in passing significant spending reform legislation that put Iowa's finances back on track, ensuring a government that was both fiscally responsible and responsive to the needs of Iowans. In 1992, he was elected Senate President, and once again in 1994 by the unanimous vote of his colleagues.

He also served as chairman of the Appropriations Committee.

Prior to his legislative career, Rep. Boswell spent 20 years in the Army. He was drafted in the Army in 1956 as a private. He later graduated from Artillery Officers Candidate School, eventually rising to the rank of Lieutenant Colonel. During his long and distinguished military career (earning him two Distinguished Flying Crosses, two Bronze Stars, the Soldier's Medal, and numerous other awards and decorations), Rep. Boswell saw the world. He served two one-year tours of duty as an assault helicopter pilot in Vietnam. He also served two NATO tours of duty in Europe, first for four years in Germany, and later three years in Portugal.

Rep. Boswell was born January 10, 1934, and raised in Ringgold and Decatur counties. He received a bachelor's degree in Business Administration from Graceland College, where he met his future wife, Dody.

Rep. Boswell still maintains an interest in agriculture through his operation of the family farm. Dody has been a teacher for 36 years. Together, the Boswells have three children and four grandchildren.

While AOPA President Phil Boyer has committed to speaking at the Iowa Aviation Conference on

**CONTINUED ON PAGE 12**

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## IOWA CONFERENCE CONTINUED

Wednesday, April 4, Marion Blakey has not. Blakey has been formally invited, but at press time, could be a “no show,” according to the Iowa DOT Office of Aeronautics. FAA Great Lakes & Central Regional Administrator, Chris Blum, will be Blakey’s backup speaker in the event she does not attend, due to other more pressing commitments, or possibly to avoid public criticism over the FAA’s proposal to fund the “Next Generation Air Traffic Control System,” which she is expected to talk about.

Boyer will address the FAA’s proposal to fund the system with user fees on general aviation.

The Bush Administration claims that it needs a huge tax increase on



Phil Boyer

general aviation and new user fees for the airlines in order to pay for “NextGen” — the FAA’s modernization plan for the air traffic control system. But that argument isn’t entirely true. Even the administration has been forced to admit that.

On March 13, during a hearing in the House appropriations subcommittee on transportation, and housing and urban development, ranking member Rep. Joe Knollenberg (R-Mich.) asked if the current excise-tax-funded aviation trust fund could pay for NextGen.

It could, admitted the administration (represented by Department of Transportation Inspector General Calvin Scovel), as long as there continues to be a general fund contribution.

“Once again, AOPA’s analysis has been ratified by the federal government,” said AOPA President Phil Boyer. “The current funding system could provide some \$20 billion for NextGen, if we continue to pay about 23 percent of the FAA’s budget from the general fund as we have done for

the last four decades.”

Rep. Knollenberg asked if the administration’s proposed funding bill (the Next Generation Air Transportation System Financing Reform Act of 2007) could pay for NextGen. “No, not without the ability to borrow,” said the Government Accountability Office’s (GAO’s) Managing Director of Physical Infrastructure Patricia Dalton.

“Even FAA Administrator Marion Blakey has admitted that its proposal would raise \$600 to \$900 million *less* each year than the current tax system,” said Boyer. “So which funding system is ‘broken?’”

Boyer will first speak at a general session at the conference at 3:00 pm, then again for an AOPA Pilot Town Meeting, which is FREE to pilots. There is a fee for the luncheon and full conference registration.

For additional information on the Iowa Aviation Conference, contact the Iowa DOT Office of Aeronautics at 515-223-1800, or register online at [www.iowaairports.org](http://www.iowaairports.org). □

## AIRPORTS

# 2007 – The Year of the Des Moines International Airport



DES MOINES, IOWA – 2007 was declared the Year of the Des Moines International Airport (DSM) by Des Moines Mayor Frank Cownie in a proclamation signed and presented at a City Council meeting on December 18, 2006. This decree was made because this is the 75th Anniversary of the airport. DSM began in 1932 with the purchase of 160 acres of

farmland and has grown in both size and importance to become the gateway to Des Moines and the rest of Central Iowa.

Des Moines itself has been changing dramatically, becoming more cosmopolitan and improving the life of its citizens while still retaining its “hometown” identity. More than \$1.6 billion worth of construction projects within

the last decade have or will add:

A new architectural gem of a library downtown in the midst of a new, urban greenbelt park. Iowa Event Center heralds top-drawer acts and attracts premier athletic events and conventions.

A state-of-the-art science center. Fortune 500 insurance giant Principal Financial Group is opening a river walk.



The freeway is being totally redesigned and modified.

New attractions like a proposed indoor rain forest or the recently completed Iowa Speedway designed by acclaimed NASCAR driver Rusty Wallace in nearby Newton.

Events like: the '06 National Special Olympics held last year in Ames, Iowa; the premier edition of the 2007 Hy-Vee Triathlon; the 2007 Principal Charity Classic (part of the PGA Tour); the opening rounds of the 2008 NCAA Women's Basketball Tournament; and the 2008 NCAA Outdoor Track and Field Championships will bring many visitors to the city. On top of all of that, Des Moines is poised to hold the nation's first test on the road to the White House with the Iowa Caucuses later this year.

The airport staff at DSM has undergone some significant changes in the last few years, too. Craig Smith, A.A.E., is the current aviation director and was appointed to that position in October 2005. Smith has

served with DSM in various management capacities since coming to Des Moines from Atlantic City International Airport in 1996.

DSM is coming off its second-best enplanement year in its chronicled 75-year history with 978,907 passengers enplaned in 2006. Compared to 10 years ago, enplanements have increased by nearly 14% (from 860,230 in 1997). The reason for the rise in passenger totals is no secret; it's an effort to educate local passengers about the power of investing their money here at their home airport instead of driving to fly at other regional airports such as Kansas City, Missouri (MCI), or Omaha, Nebraska (OMA). Aviation Director Smith explains, "Our message to the community has been 'the more people who use this airport, the more likely they are to see service enhancements. As our enplanements go up, we continue to see more flights to existing destinations and service startups to new destinations.'"

His statement is justified as one examines the proof: DSM now has 18

non-stop destinations; DSM has eight signatory airlines and 16 air service options counting code share carriers; DSM now has 138 daily flights out of DSM (69 inbound, 69 outbound) with multiple service to numerous hubs translating to 4,313 available seats out of DSM each day by commercial carriers; DSM doubled the size of its concourse restaurant and gift shop to give travelers better amenities while waiting for flights; the \$4.7 million renovation of the passenger screening area and expanding it 18,000 sq. ft., resulted in doubling the security lines and significantly reducing passenger screening times; added storage rooms; new restrooms and escalators; a convenient service elevator; and additional space for TSA operations. Travelers now have a more efficient entrance to the airline hold room areas of the concourse.

DSM has two 9,000-plus foot runways. Recent extension of the crosswind runway and resurfacing of the main runway has resulted in the airport's implementation of the

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DSM cargo is booming with over 205 million pounds of cargo moved through the airport in 2006. DSM is the 37th most active cargo airport in the country. UPS maintains a second-day cargo hub here, and Federal Express works with Evergreen Aviation on site to process 21 million pounds of U.S. mail annually. These two cargo han-

dlers just moved into a new 27,500 sq. ft. building at the airport. Cargo operations have been enhanced with the expansion of the apron to 1.7 million square feet (enough concrete to pave almost 37 miles of sidewalk). We can now park 23 large cargo jets on that apron at a time.

DSM employs more than 1,000 employees counting municipal staff, plus many aviation and travel related tenants. General aviation is well represented. Current fixed-based operators are Elliott Aviation; Signature Flight Service; and Mid-America Jet Center. The airport is also home for Des Moines Flying Service, an authorized factory sales and service center for Piper Aircraft, Inc. Corporate tenants include the Principal Financial Group; Meredith Publishing; and American Equities Inc. Other corporate aircraft based at the airport are Pioneer Hybrid and Townsend Engineering. The airport hosts numerous activities such as FAA safety training, Iowa Department of Transportation meetings, and AOPA activities. □

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## GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative



Bill Blake

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about these  
and other  
aviation issues see:  
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# Proposed User Fees – The Fight of Our Lives!

In most of my columns, I have tried to stick to information on state and airport issues in my region. However, there is no aviation issue as important to all of us as the debate on future funding of the federal aviation system.

***...general aviation is in a fight for its survival...***

By now, you should know that general aviation is in a fight for its survival against the FAA and airlines' user fee proposal. If we lose this fight, general aviation pilots will face incredible increases in the cost of flying. The FAA proposal would increase the federal tax on avgas fourfold to 70 cents a gallon. There would be 13 new or increased fees that would affect pilots, aircraft owners, and mechanics at various times, including fees for use of Class B airspace. The federal airport improvement program funding would be reduced by 21 percent. AOPA has been working diligently to defeat these proposals. To learn how you can help, go to the AOPA web site.

I attended a joint Minnesota state legislative committee meeting in February to discuss the future of state airport funds. It appears that the state legislature will be transferring back from the general fund to the state aeronautics fund the \$15 million bor-

rowed a few years ago. The issues discussed at this recent meeting hosted by Representative Michael Beard included whether there was adequate funding going forward to meet the needs of aviation in Minnesota. Representative Beard plans to introduce a bill to obtain funding for an independent study to assess the state's aviation needs and sources of revenue.

A bill has also been introduced in Minnesota to change and increase the liability insurance requirements for aircraft based in the state. The proposed legislation contained in House File 772 and Senate File 608 includes requirements not customarily available to many aircraft owners, and if enacted, would most likely greatly increase premium rates or make insurance unavailable to Minnesota aircraft owners. AOPA has been working to get this legislation defeated or amended to be in line with insurance industry products.


You may remember that I reported in my last column that an AOPA-supported bill was passed last year providing for a host of protections for general aviation airports. Legislation has been introduced this year known as House File 1330, which if enacted, would eliminate some of the benefits created last year. The bill would eliminate the new requirement that sellers disclose to buyers if the property being sold is near an airport. AOPA is working to prevent the dilu-

tion of last year's legislation, which took over 2 years to get enacted.

In Illinois, a bill that failed last year, exempting aircraft and aircraft parts from the state sales and use tax, has been reintroduced this year in the form of House Bill 643 and Senate Bill 455. Because of the state's continuing financial struggles, it is probably still a long shot for passage. However, I think interest is building. There is a pressing need to find state funding to provide the state's matching share for federal airport improvement grants and funding for the now defunct state/local airport improvement program. I met with members of the Illinois Public Airports Association in March to work on a strategy to obtain adequate state funding for airports. The states in the Great Lakes Region have developed good systems of airports over the years, but it is important to maintain them by replacing and rehabilitating infrastructure on a continuing basis.

All of you can help with the fed-

***All of you can help...***

eral and state issues discussed in this article by presenting your informed opinion to your elected officials. For more details on these issues and for help in preparing your comments to officials, go to the AOPA website at: [www.aopa.org](http://www.aopa.org). 





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Dear Fellow Pilot:

The White House has submitted its version of the FAA refinancing bill to Congress and the battle is on to protect the future of general aviation. Yes, as they say, "the devil is in the details," but the battle ahead will affect **how** and even **if** you fly in the future.

While the airlines talk about creating "fair" and "sustainable" funding mechanisms for the FAA, what they really are talking about is money and power. The airlines want to pay less for an airspace system designed and operated specifically for them. And they want to usurp control of the system – and \$6 *billion* – from our elected representatives in Congress.

AOPA agrees with the airlines that the ATC system needs modernizing; but we disagree over *how* and *how much* is needed to pay for it. And strongly object to the idea the FAA is running out of money. Especially when they don't have any idea of how much money they need.

What AOPA will do is ensure that FAA funding makes practical and financial sense, advances safety and does not harm GA.

Visit the new FAA Funding Debate section on the AOPA website for the very latest updates at [www.FAAFundingDebate](http://www.FAAFundingDebate). There is much more to come.

Sincerely,

  
Phil Boyer

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## FAA Regional Administrator Blum & North Dakota's Ness To Be Featured Speakers At Minnesota Airports Symposium

ALEXANDRIA, MINN. – On the minds of the 600,000 pilots... thousands of corporations and their employees and stockholders who depend on General Aviation for daily travel... as well as thousands of aviation professionals who manage our nation's General Aviation airports and fixed base operations and their employees... and tens of thousands of communities which are served by General Aviation airports, is the Federal Aviation Administration's (FAA's) proposal to fund its "Next Generation Air Traffic Control System" at the expense of General Aviation through new "user fees" on aviation fuel and air traffic control services. Addressing what has become the major issue facing General Aviation today at the Minnesota Airports Symposium at the Arrowwood Resort in Alexandria, Minnesota, April 12, will be FAA Great Lakes & Central Regional Administrator, Christopher R. Blum.

In May 2005, Blum became the FAA Regional Administrator for the Great Lakes Region, while continuing to hold that same position in the Central Region. This arrangement, resulting in a twelve-state span of control, is a first for the FAA.

Prior to his arrival in Kansas City as the Regional Administrator, Blum was Air Traffic Division Manager in the Great Lakes Region, where he had management oversight of all 89 air traffic control facilities, there. Blum's familiarity with issues confronting the FAA in a region, which handles some three million aircraft operations annually and contains one of the busiest airports in the nation, made him a logical



Chris Blum

choice, when stewardship of the two contiguous regions became an option.

Blum's career in federal service stretches over 35 years. He began as a controller at the Miami Air Traffic Control Center in 1970, and has since served in various management positions in FAA's Southern, Central and Great Lakes Regions.

Blum pursued a Business Management Degree at the University of Miami and holds an Associate Degree in Aerospace Science from Miami-Dade Junior College. He has a Commercial Pilot Certificate and is instrument rated. Blum and his wife, Carol, live in Shawnee, Kansas, and have six children and eight grandchildren.

Also speaking is Gary Ness, Executive Director of the North Dakota Aeronautics Commission. Ness is a graduate of North Dakota State College of Science (1965)

and North Dakota State University (1967). He served in the U.S. Navy from 1967 to 1971 as a naval aviator. His last duty station was as a flight instructor in air to air gunnery and carrier qualifications while stationed at Pensacola Naval Air Station, Florida.

Prior to military service, Ness worked in his family's owned and managed aerial application operation for eight years.

Ness's previous experience is diverse. After naval service he was employed as the assistant manager of the Federal Land Bank in Grand Forks, and later became Vice President of First Federal Savings and Loan in Grand Forks. From 1980 to 1986, he served as sales manager for AGSCO, a regional agricultural chemical company headquartered in Grand Forks.



Gary Ness

The North Dakota Aeronautics Board hired Ness in October of 1986 to head up the agency's efforts.

The mission of the commission is to promote, enhance and regulate aviation for the state.

Ness holds a Commercial Pilot Certificate, and multi-engine and instrument ratings.

In 1989 to 1994, Ness served on the National Board of Directors for the National Association of State Aviation Officials (NASAO), and is the organization's past chairman. He was co-chair of the FAA/NASAO Intergovernmental Relations Committee (IRC), a joint issues coordination committee between the Federal Aviation Administration and NASAO.

Other organizations in which Ness serves is the Center for Aviation Research and Education (CARE), a non-profit educational foundation created to serve the needs of aviation research and education; the International Northwest Aviation Council (INAC); and he is the present Chairman of the North Dakota Aviation Hall of Fame.

In 2003, Ness was presented by NDSCS with the "Wildcat of the Year" award, and in 2004, he was inducted into the NDSCS Athletic Hall of Fame having been a member of the Science Basketball – National Tournament Team of 1964 and captain of the 1965 team.

Ness resides south of Bismarck with his wife, Linda. The Ness' have two grown daughters. Erin, and Lindsey.

Other speakers will include Minnesota Office of Aeronautics Director Raymond J Rought; Dave Clark of ASI Jet Center at Flying Cloud Airport, Eden Prairie, Minn.; Joe Morgan of Princeton Flight Service Station; and Jeff Hamiel of the Metropolitan Airports Commission.

For additional information on the Minnesota Airports Symposium, contact Judy Meyers at the Minnesota Office of Aeronautics at 1-800-657-3922. □



## Wisconsin's Aviation Conference, For Airport Management, FBOs & Pilots

STEVENS POINT, WIS. – Miss the annual Wisconsin Aviation Conference, and you could miss a golden opportunity to learn something new, information which could benefit your airport, business or flying, people who you might not otherwise meet, and an opportunity to interact with others in a similar situation as yourself.

The 52nd Annual Wisconsin Aviation Conference will be held April 30 – May 2 at the new Holiday Inn Hotel & Convention Center in Stevens Point, Wis.

The conference will start off with a special announcement that will directly impact the future of aviation in the state of Wisconsin.

Leading off the scheduled speakers will be Ben Castellano, manager of the airport safety and operations division of the Federal Aviation Administration, Washington, DC. Castellano will be updating attendees on FAA and airport issues.

Peter J. Bunce, President of the General Aviation Manufacturers Association (GAMA) will address the FAA's and Bush Administration's proposed user fees on General Aviation that if approved by Congress, will have a severe impact, not only on pilots, aircraft owners, aircraft manufacturers and support service businesses and professionals, but on airports, the communities they serve, corporate America and the jobs they create, and on the overall nation's economy. Additionally, the proposal would place control of the air traffic control system in the hands of the airline industry, which has managed to mismanage itself as a whole into bankruptcy.

The afternoon concurrent sessions offer a wide variety of topics, including a series of sessions entitled "How to operate your airport like a business." This multi-session



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presentation is ideally suited for new airport commission members, elected officials or recently hired airport operators.

The keynote speaker for the annual banquet is Craig Sincok, CEO of AVFUEL. Sincok promises to provide an entertaining perspective of the business of aviation across the land.

Professional sessions on the second day of the conference include diverse topics such as: "Land Use Plans," presented by John Dorcey of the Wisconsin Bureau of Aeronautics,

"Aviation Marketing" with John Chmiel of Wausau Downtown Airport, Wausau, Wis., and the potentially controversial presentation by the Transportation Security Administration: "Airport Security – Guidelines or Regulations?"

In addition to the continuing education opportunities provided at the conference, over 30 support service companies will be exhibiting, and supporting the conference and attendees. For further detailed information on the conference program,

exhibitors, social events and venue, see [www.wiama.org/conference.htm](http://www.wiama.org/conference.htm), or contact Pete Drahn at 715-358-2802, or via email at [daredem@verizon.net](mailto:daredem@verizon.net).

The Wisconsin Aviation Conference is hosted by the Wisconsin Airport Management Association, Wisconsin Aviation Trades Association, and Wisconsin Business Aviation Association, with the generous sponsorship provided by consultants and vendors in the aviation industry. □

## Avfuel CEO Craig R. Sincok To Be Featured At Wisconsin Aviation Conference

ANN ARBOR, MICH. – The president and chief operating officer of Avfuel Corporation, Craig R. Sincok, will be a featured speaker at the Wisconsin Aviation Conference, May 1 at the Holiday Inn Conference Center in Stevens Point, Wis.



Craig R. Sincok

in 1985. Headquartered in Ann Arbor, Michigan, Avfuel has grown from a regional supplier to a major international presence in aviation through acquisitions, internal sales and marketing alliances. Avfuel is now the nation's leading independent supplier of aviation fuels and services.

Avfuel Corporation currently supplies fuel to six major aviation consumer groups: fixed base operators (FBOs), corporate flight departments, helicopter operations, airlines, cargo haulers, and the military. In addition, Avfuel has established subsidiary corporations to respond to the needs of aviation customers. Of these, Avtank Corporation was established to design, engineer and install aviation fuel tank systems and to manufacture and assemble refueler transport equipment. Another subsidiary, Avsurance Corporation, offers the full range of aviation insurance coverage to FBOs, pilots, corporations and municipalities.

Sincok will talk about fuel pricing and availability, fundamentals of supply and demand, fun facts, and the short-term outlook in his presentation entitled "Fuel Price Fundamentals: From Wisconsin to the World."

Sincok has been associated with Avfuel Corporation since the early 1980s, and has served as its president and CEO since acquiring the company

Under Sincok's leadership, Avfuel has completed 14 major acquisitions, four of which were public company spin-offs:

- 2001: Texaco General Aviation, approximately 50% of businesses (TX-NYSE)

- 1998: PS Trading, Inc., a division of PS Group Holdings (PSG-NYSE)

- 1993: Triton Fuel Group, a division of Triton Energy Corporation (NYS-OIL)

- 1988: Pride Aviation, a division of Pride Refining, Inc., (NYSE-PRF)

Sincok has most recently engineered a number of marketing alliances. These include a joint commercial contract fuel card with Cessna Aircraft Company, a reciprocal credit card agreement with Air Total International, a fuel supply and marketing alliance with Signature Flight Support, and a supply and credit card processing program with ICCS in Mexico and Latin America.

Having established a branded network throughout the United States, Sincok intends to focus increasing attention on further international expansion. His vision is to continue to build a company that acts as an important link in the industry and connects people, businesses and cultures.

Prior to his involvement with Avfuel, Sincok was an investment banker and an active real estate investor. He is a graduate of the University of Michigan and resides in Ann Arbor with his wife, Sue.

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Sincock is an airline transport pilot (ATP) who frequently flies the company's Cessna Citation XL. He is an active member of the World Presidents' Organization (WPO), an international organization fostering

#### AIRPORTS

## Central Wisconsin Airport Mosinee, Wisconsin



Central Wisconsin Airport  
Mosinee, Wisconsin

MOSINEE, WIS. – Central Wisconsin Airport in Mosinee, Wis., is a host airport for the Wisconsin Aviation Conference, April 30-May 2 at the Holiday Inn, Stevens Point. The Central Wisconsin Airport (CWA) terminal was originally constructed in 1969 and a major renovation occurred in 1987. In 1997, a five-gate concourse was constructed and some renovation work was done at the terminal building. The current passenger terminal is 65,205 gross square feet (GSF). The terminal area has four parking lots for the restaurant employees, airport employees, car rental tenants, and general passenger cars. At present, there are 1,100 stalls for parking. This includes the 110 stalls recently added in 2005. Land available in the terminal area for parking is limited to 120 stalls for future parking. The total parking space available, without demolition of surrounding buildings, is 1,220 parking stalls.

Central Wisconsin Airport currently has 165,000 annual passenger enplanements. From 1995 through 2004, enplanements increased from 121,756 to 161,348, an increase of 32.5 percent. It is projected that with-

educational development and networking opportunities for company leaders.

For additional information on the Wisconsin Aviation Conference, including registration, contact Jeffrey

in 10 years, enplanements will exceed 222,000 passengers annually, and will rise to 298,000 passengers by 2025.

These projections follow historical trends for the Central Wisconsin Airport, regional airports, and similar sized airports in the nation.

A planning team consisting of engineers from Becher-Hoppe and Mead & Hunt met with the airport manager,

staff, and the tenants to identify and discuss the current needs at the passenger terminal. The passenger terminal layout was compared with other airports in the nation having similar sizes and operations. The operational components consisting of ticket counters, baggage make-up, boarding gates, and baggage claim were analyzed and found to be deficient in size for the projected growth.

The Planning Team recommended



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the relocation of the passenger terminal area to a new mid-field location. The proposed project would be completed over a six to 10-year period. The project would include a new passenger terminal, a terminal loop road, an aircraft parking apron, and a main terminal access roadway system from the main highway. Additional recommendations included improvements to the site utilities, taxiways, taxi-lanes, and other associated civil developments. The new terminal would ultimately be expanded to 120,000 GSF with about 3,000 parking stalls within the 20-year planning period. The total projected cost for this development is estimated at \$58 million in 2006 dollars. The terminal and parking areas would be built in phases to accommo-



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date growth. The midfield site will provide adequate room for long-term growth beyond the 20 year planning period. Initial construction would accommodate growth for the current period.

The planning team reviewed the annual growth of the airport over the past 20 years and reviewed current enplanement levels and growth at similar airports. Previous master plans and FAA enplanement projection levels were reviewed to determine the level of increase in enplanements anticipated at CWA. The FAA forecasts enplanements on a national basis "to shrink 0.2 percent in 2006, and then bounce back in 2007 with a growth rate of 3.7 percent. Enplanements for the rest of the forecast period will grow at an average annual rate of 3.2 percent." Regional carriers are forecast to grow at a higher rate of 4.2 percent, as compared to mainline carriers which are forecast to grow at 2.5 percent.

General Aviation at CWA is served by Coin Builders Aviation, Inc. Runway 17/35 is 6,500 X 150 ft., and Rwy 8/26 is 7,645 X 150. Approaches include GPS, RNAV, ILS, LOC BC, NDB, VOR, and VOR/DME. The airport has a control tower facility, and is located between Wausau and Stevens Point, Wis.

Central Wisconsin Airport Manager, Tony Yaron, is a pilot, and began flight training in the late 1970s. He holds a Commercial Pilot Certificate, Certified Flight Instructor Certificate, and an Instrument Rating. Before starting his career in airport



Tony Yaron

management, Yaron worked in manufacturing in both production and human resource management. He became airport manager at the Taylor County Airport in 1990, named

director of operations and maintenance at Central Wisconsin Airport in 2000, and airport manager in January 2006. □

## Wausau Downtown Airport & Wausau Flying Service Wausau, Wisconsin



Wausau Downtown Airport  
Wausau, Wisconsin

include a snow removal equipment purchase, and the establishment of a WAAS GPS approach.

Wausau Downtown Airport is home to nearly 70 corporate and privately owned aircraft. There are 40 t-hangars, 8 privately owned/constructed hangars, and Wausau Flying Service manages

16,000 sq. ft. of corporate hangar space. The city will expand its corporate hangar capacity by an additional 10,000 sq. ft. in 2007. Wausau Supply Company, Kocourek Motors, Prehn Cranberry Company, and River Valley State Bank are just some of the corporations operating aircraft at KAUW. These local aircraft and transients combine for an estimated 30,000-plus operations annually.

Wausau Flying Service, Inc. manages the airport for the City of Wausau. The FBO provides aerial adventures, flight instruction, aircraft rental, scenic rides, and pilot services as well as aviation line services. Refueling, transportation, lodging and catering are just some of the services available to businesses and individuals visiting the Wausau metro area. Wausau Flying Service employs five full time and two part time employees. John Chmiel and his wife, Angela Uhl, have managed the airport and Wausau Flying Service since 1992. □

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WAUSAU, WIS. – Wausau Downtown Airport in Wausau, Wis., is a host airport for the Wisconsin Aviation Conference, April 30 – May 2, at the Holiday Inn, Stevens Point. The airport was established in 1927, and its name comes from its centralized location in the Wausau metro area. The Wausau Downtown Airport is large enough to accommodate large corporate jets, yet small enough to provide tailwheel and advanced instruction through Wausau Flying Service.

Wausau Downtown Airport has two paved runways and instrument approaches. Recent capital improvements to the facility include lengthening runway 12/30 to 5200 feet, installation of a perimeter security fence and gates, navigation easement purchases, and runway approach improvements. 2006 also saw a complete airport pavement crack/slurry seal repair with new runway marking. Future projects will



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## Illinois Aviation Conference To Feature Top Speakers & Hall of Famers

WHEELING, ILL. – The 2007 Illinois Aviation Conference, May 22-23, will be held at the Westin Chicago North Shore Hotel, Wheeling, Ill. The event is sponsored by the Illinois Aviation Trades Association, Illinois Public Airport Association, and Illinois Department of Transportation Division of Aeronautics.

The conference will start with a golf outing at the Chevy Chase Country Club, and wrap up with the Illinois Aviation Hall of Fame (IAHF) Banquet.

Speakers will include Jim Coyne of the National Air Transportation Association, Phil Boyer of the Aircraft Owners & Pilots Association, Chris Blum of the FAA Great Lakes & Central Regions, Jim Goodwin, and Susan Shea of the Illinois Division of Aeronautics.

2007 Illinois Aviation Hall of Fame inductees will include Janice Draper of Springfield, Ill., who founded the children's "Air Bear" aviation education program; Albert H. Luke, a Chicago area barnstormer who became the first commercial helicopter instructor in Illinois and the Midwest; and William R. Norwood, the first African American pilot and captain with United Airlines.



The Illinois Aviation Hall of Fame selection committee met February 2 to select the 2007 inductees.

Ted Koston Photography

Qualifying candidates for hall of fame induction have to be beyond mid-career point, of good character, and must have served Illinois aviation beyond paid employment.

The "Spirit of Flight Award" will go to the Sky Soaring Club, which once flew from Aavang Field, near Algonquin, Illinois. Today, the club boasts a membership of 100 pilots

who make 1,600 flights each year from a club-owned airport at the far western edge of the O'Hare Mode C veil in McHenry County.

The Illinois Aviation Hall of Fame was established in 1970 and encourages aviation organizations to participate in the selection process.

For additional information, or to reserve tickets for the induction banquet to be held May 23 at the conclusion of the Illinois Aviation Conference, contact IAHF President Walt Kessler at 847-683-2361.

To register for the Illinois Aviation Conference, contact Michael R. Lane of the Illinois Aviation Trades Association at (217) 528-5230. □

### AWARDS & RECOGNITION

#### Hoover, Hale & STS-121 Shuttle Team Receive NASM Trophies

WASHINGTON, DC. – The National Air and Space Museum Trophy, the museum's highest honor, has been awarded this year to legendary aviator Robert A. "Bob" Hoover, and NASA's space shuttle manager, N. Wayne Hale Jr., and the team responsible for a crucial mission that restored confidence in the shuttle program. Hoover is honored in the category of Lifetime Achievement and Hale and the STS-121 team are honored in the category of Current Achievement. The awards were presented at a private ceremony at the Air and Space Museum building in Washington on March 7.

Bob Hoover was honored as a fighter pilot, military and civilian test pilot, and air show performer of legendary proportions. No less an expert than Jimmy Doolittle said, "Bob is the greatest stick-and-rudder man that ever lived." Bob Hoover began flying at Nashville's Berry Field in 1937, where he taught himself aerobatics. He joined the Tennessee Air National Guard and became a U.S. Army Air Corps test pilot charged with flying aircraft to the edge of their performance capabilities. Hoover was shot down on his 58th



Carolyn Russo/NASM

(L/R) National Air & Space Museum award program master of ceremonies, actor David Hartman; legendary pilot and award recipient, Robert A. "Bob" Hoover; and National Air & Space Museum Director, Gen. J.R. "Jack" Dailey. Hoover received the 2007 National Air and Space Museum Trophy for Lifetime Achievement, March 7.

mission in World War II and spent almost 16 months as a German POW before escaping in a Focke-Wulf FW-190.

After the war, Hoover was a front line test pilot for such aircraft as the F-84 and P-80. He served as back-up pilot on the Bell X-1. Later, for North American Aviation,



Hoover flew the first flight of the XFJ-2 Fury. He also tested the F-86 Sabre, including during bombing missions in Korea, and the F-100.

In the 1950s, Hoover moved into corporate positions and began flying a precision aerobatic routine with a North American P-51 Mustang, then the T-39/Sabreliner and the Aero Commander fleet, culminating in the Shrike Commander 500S, now in the museum's collection at the Udvar-Hazy Center. He set altitude and speed records and was routinely sent abroad to demonstrate aircraft.

As a safety pilot in the Reno Air Races, his advice saved the lives of several pilots in emergency situations. He was captain of the 1966 U.S. Aerobatic Team and his skill as an air show performer is unmatched. In his most famous maneuver, Hoover poured ice tea from a pitcher into a glass on his T-39 instrument panel while performing a perfect barrel roll. He didn't spill a drop. Hoover has flown more than 300 types of aircraft and performed at more than 2,500 civilian and military air shows.

Hoover is the recipient of the Distinguished Flying Cross and the Smithsonian's Lindbergh Medal. He is an inductee of the National Aviation Hall of Fame and the International Aerobatic Hall of Fame. He is the only man to serve two terms as president of the Society of Experimental Test Pilots.

Appointed to manage the space shuttle program in 2005, N. Wayne Hale Jr. and the STS-121 Shuttle Mission Team were honored for restoring confidence in America's space shuttle program following the loss of "Columbia" and its crew in 2003.

Established in 1985, the award recognizes outstanding achievement in scientific or technological endeavors relating to air and space technology and exploration. As in past years, trophy winners received a miniature version of "The Web of Space," a sculpture by artist John Safer ([www.nasm.si.edu/research/aero/trophy/](http://www.nasm.si.edu/research/aero/trophy/)). □

## Lindbergh Foundation To Honor Fay, Cernan & Susanka

MINNEAPOLIS, MINN. — The Lindbergh Foundation has announced that conservationist Dr. J. Michael Fay, astronaut Eugene Cernan and architect Sarah Susanka will be honored at the 2007 Lindbergh Award Ceremony, May 16, at the Minnesota History Center in St. Paul. The ceremony features a reception and silent auction with such items as first-edition books, an autographed Neil Armstrong lithograph, and a variety of other unique and collectible items. Dinner and the program, including remarks from the award recipients, follow.

National Geographic Society Explorer in residence and Wildlife Conservation Society conservationist, Dr. J. Michael Fay, will receive the honorary 2007 Lindbergh Award; astronaut Eugene Cernan, most widely recognized as the last man on the moon, will receive the foundation's Spirit Award; and acclaimed author and architect, Sarah Susanka, will receive the Anne Morrow Lindbergh Award.

The honorary Lindbergh Award is presented to individuals who have made significant contributions over many years toward improving our quality of life by balancing technological advancements and the preservation of our environment. "Dr. Fay has devoted his career to conservation. His use of technology to collect information about the environment so that



Dr. J. Michael Fay

people around the world can learn about the importance of sustainability and become inspired to take action is just the kind of life-long dedication the foundation seeks to honor with our Lindbergh Award," said Foundation Chairman Erik Lindbergh, grandson of Charles and Anne Morrow Lindbergh.

In 2004, Dr. Fay conducted a Megaflyover of Africa, during which he traveled more than 60,000 miles in a specially designed airplane and captured high-resolution aerial images of the continent in an effort to change the way Africa and the rest of the world perceive and use our natural resources. On a previous mission Fay walked 2,000 miles from the northeastern corner of the Republic of the Congo to the southwestern coast of Gabon. Using GPS recordings, video footage, still photography and numerical data, Dr. Fay documented every wildlife, plant, and human presence he encountered. He has spent two



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### LINDBERGH FOUNDATION CONTINUED

years compiling the information he collected into a database, which will be made available to conservationists, educators, students and the general public.

In honor of the 80th anniversary of Charles Lindbergh's New York-to-Paris flight, the foundation's Spirit Award will be presented to Astronaut Eugene Cernan for his pioneering achievements in an aviation career and a spirit and character that represent the best of this nation. "If anyone personifies the spirit and pioneering character of America's space program, it is the last man to




Astronaut Eugene Cernan

have set foot on the moon – Captain Gene Cernan," said Lindbergh Award event co-chair, Greg Herrick.

Best-selling Author Sarah Susanka, will receive the foundation's Anne Morrow Lindbergh Award for outstanding individual achievement, a spirit of initiative, and work that exemplifies great dedication toward making positive contributions to our world. Susanka is leading a movement to redefine the American home and lifestyle. Her "build better, not bigger" approach to residential architecture has been embraced across the country, and her "Not So Big" philosophy is evolving beyond habitation and into how we inhabit our lives.



Sarah Susanka

For reservations and information about the May 16 event at the Minnesota History Center, please contact the Lindbergh Foundation office at 763/576-1596, or visit [www.lindberghfoundation.org](http://www.lindberghfoundation.org) 

### FLIGHT TRAINING

## "AOPA Project Pilot"

### How You Can Affect The Future of General Aviation



Charles Lindbergh not only captivated the world with his solo Atlantic crossing in 1927, he changed the way people looked at aviation. He made the impossible seem possible and helped ensure a vibrant future for general aviation (GA).

All pilots now have a chance to make the same impact on a smaller, personal scale, but with an equally far-reaching impact. Simply by becoming a "mentor" through the newly expanded AOPA Project Pilot program sponsored by the Aircraft Owners and Pilots Association (<http://www.AOPAProjectPilot.org>), you can play a big role in shaping the future of GA. By becoming a Project Pilot mentor, you will be fulfilling an obligation to "give back" to an activity

that has enriched your own life. You will also be increasing your chances to win the AOPA Sweepstakes airplane!

AOPA Project Pilot mentors identify and encourage people who have an interest in flying, but haven't taken the first step. Would-be pilots might think that they don't have the time, money or "right stuff" to learn how to fly. Or it could just be that they don't know how or where to begin. A prospective pilot may be one of those people outside the airport fence on weekends watching takeoffs and landings. It could be a co-worker, family member, neighbor or maybe someone you meet at a social gathering. You know the type – they perk up and start asking questions about flying when they hear you're a pilot. One thing they all have in common is that they've probably thought about learning to fly since they were young. But they haven't yet made the mental leap to see that a pilot's license is a challenge well within their grasp.

That's where Project Pilot mentors come in. While Charles Lindbergh inspired people to see the potential for aviation, AOPA Project Pilot mentors help prospective pilots see their own potential in fulfilling their flying aspirations.

Beginning in early June 2006, AOPA committed substantial resources to give the Project Pilot program new emphasis. Among the changes are a new, comprehensive set of mentor and student materials, new DVD videos, and a new interactive website. In addition, Erik Lindbergh, grandson of Charles and Anne Morrow Lindbergh, has agreed to be the national spokesperson for AOPA Project Pilot. Erik is an accomplished pilot who in 2002 marked the 75th anniversary of his grandfather's famous flight with his own single-engine, solo trip across the North Atlantic.



"Creating the next generation of pilots today is absolutely critical for ensuring a strong and secure GA in the future," says Lindbergh.

The goals of AOPA Project Pilot are as simple as they are important. The program seeks to increase the number of student pilots who complete their training and earn their private pilot certificates. A small investment of time by a Project Pilot mentor pays big dividends to a student in training, and to all of GA. History shows that a student pilot who has a Project Pilot mentor is three times more likely to complete their training and become an active GA pilot.

Growing the ranks of GA pilots is much more than a good idea; it's critical to the continued health and vitality of GA. AOPA is continuously vigilant in keeping GA affordable and accessible. But if the pilot population were to decline significantly, GA would become increasingly susceptible to further attacks, resulting in airport closures, airspace restrictions and onerous regulations. Clearly, the best way to guarantee a strong future for GA is to act today. That's a duty that each of us shares as a pilot.

Keeping GA vibrant and affordable is essential to not only the future of aviation, but to the nation's economy overall. GA stimulates economic growth on the local, state and regional levels, generating more than \$100 billion in economic benefit to the country every year; that's 1 percent of our GDP. GA also fuels technical innovation, trains future airline, military, medical and law enforcement pilots,

connects communities to the world, and is a major form of business and personal transportation.

### **1,2,3: How Project Pilot Works**

Aside from a pilot certificate, the only qualification necessary to become an AOPA Project Pilot Mentor is an urge to share your love of flying. If you like to think about flying and talk about flying with others, you're ready. Mentoring is a simple three-step process.

Step one is to talk to somebody you believe has what it takes to become a pilot and the desire to begin flight training. When they're ready to start, just sign them up at [www.AOPAProjectPilot.org](http://www.AOPAProjectPilot.org), your electronic home base for the mentoring program.

Step two is even easier. You just need to "be there" for your friend with simple check-ins. Check-ins might be a little more frequent at the beginning; maybe once a week. After that a brief call, an email, an airport get-together or whatever works for you and your friend should do the trick. The main topic of conversation will be something you both obviously love: flying. Ask your friend, "how are you doing in the training? What was it like to make your first stall? Don't you just love the feeling of making a 'greaser' during touch-and-goes?"

Step three in the mentoring process is to keep doing more of the same. Keep supporting GA by talking to additional prospects. And when they're ready, sign them up!

You can use the website to track

your friend's progress. The site includes an interactive system that connects mentors and students, scheduled reminders and planned activities for active mentoring, and regular rewards and encouragement during the training process.

After you enroll your friend, he/she will receive a welcome kit containing a greeting from Erik Lindbergh, a personal letter from AOPA President Phil Boyer, an exciting and informative DVD, a special magazine to help the student get started, and AOPA Project Pilot decals. As a mentor you'll receive a kit with an AOPA Project Pilot mousepad, AOPA decals, an AOPA Project Pilot brochure, and greetings from Lindbergh and Boyer.

Because GA aircraft and airports can seem a little foreign and intimidating to the uninitiated, take your friend to the airport and introduce them, up-close and personal, to the world of GA. Help your friend connect with a flight instructor and schedule their all-important first lesson. You can also make some recommendations about the student pilot supplies they'll need.

Your job is mainly to listen and offer encouragement. Remember, we've all "been there-done that" in our own flight training. The flight instructor will teach them the necessary skills. Your job is to support the process. No matter how long you have been flying, you'll be the "old pro" able to provide invaluable experience and support as your friend progresses through training.

**CONTINUED ON PAGE 56**

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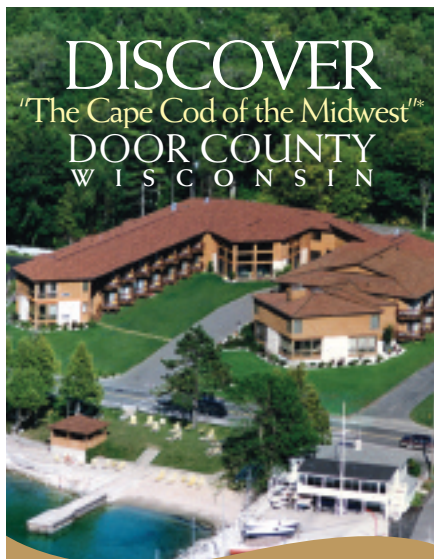
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## Minnesota Aviation Industry News

### MINNESOTA AVIATION TRADES ASSOCIATION



Light Sport Aircraft like the "SportStar" are gaining in popularity among flight schools.



Dave Weiman

### Wright Aero Embraces Light Sport Aircraft Movement

MAPLE LAKE, MINN. – It was at the Minnesota Aviation Trades Association (MATA) annual conference in St. Paul in the fall of 2005 that Greg Mavencamp and his father, Bill, of Wright Aero, Inc., with operations at Maple Lake and St. Cloud, first became interested in Light Sport Aircraft (LSA). Earl Lawrence of the Experimental Aircraft Association (EAA) was the guest speaker. Lawrence talked about the Light Sport Aircraft and Sport Pilot movement, and showed a power point presentation with photos of a dozen new aircraft being built by manufacturers, foreign and domestic.



Dave Weiman

Greg Mavencamp of Wright Aero, inspects the "water level" in the liquid cooled 100 hp Rotax 912 ULS engine on the "SportStar."

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Republic designed and built aircraft which is FAA certified and distributed by Evektor America of Kerrville, Texas ([www.evektoramerica.com](http://www.evektoramerica.com)).

The Mavencamps took delivery of their first aircraft later in 2006, and in March of this year, they took delivery of their second aircraft – this one equipped with a Dynon EFIS-D100 glass instrument panel. The aircraft are used for both sport pilot and private pilot training, and rental. It is certified for day and night VFR only.

The SportStar is an aerodynamically controlled, single-engine, two-seat, low-wing, all metal aircraft with a fixed tricycle undercarriage and controllable nose wheel. The aircraft is equipped with a four cylinder 100 hp Rotax 912 ULS.

The SportStar has a top quality, durable all-metal anodized and corrosion-proof aluminum airframe. It's the only Light Sport Aircraft that has a bonded/riveted construction. This

construction guarantees high durability and a prolonged service life.

The SportStar has excellent flight and design features, large and efficient flaps, and responsive handling characteristics.

The cockpit is very roomy, and with a joystick control and full bubble canopy, you cannot help but to feel like you are in a military fighter. The visibility is unmatched, and in steep bank turns, it is very similar to the freedom you feel when skydiving!

The seats are comfortable and luxuriously upholstered, and adjustable pedals makes flying the SportStar enjoyable, even on long cross-country flights.

Evektor has been building aircraft for 35 years, and the SportStar is now flying in the U.S., Canada, Australia, and South America. Together with its European version Eurostar, is in more than 30 countries.

### Greg Mavencamp

Greg Mavencamp joined the MATA Board of Directors in 2006, and says that he was literally raised at the Maple Lake, Minnesota airport (KMGG), a small airport in central Minnesota. "If I was not in school, I was at the airport cleaning airplanes, fueling aircraft, or working with customers," he said. "Customer service was engrained into my circuitry at a very young age."

Mavencamp is a graduate of Northland Community & Technical College, Thief River Falls, where he obtained his Airframe & Powerplant Certificate. He now holds an Inspector Authorization, and pilot cer-

tificates and ratings through commercial multi-engine and instrument. He went back to school and graduated with a bachelor's degree in Aviation Management from St. Cloud State University (SCSU). While at SCSU, Mavencamp became vice president and later, president, of its Alpha Eta Rho, Sigma Chi Upsilon chapter.

Wright Aero, Inc. is contracted with St. Cloud State University to provide flight training, and operate a fleet of Cessna single-engine aircraft and two Beechcraft Dutchess twin-engine aircraft. Wright Aero, Inc. provides flight training, aircraft rental, charter and fuel sales at its Maple Lake, Minn. headquarters, and only flight training at St. Cloud State University. The company's sister company, Lake Country Aviation, provides aircraft maintenance and float plane installations. Bill Mavencamp is also part owner of St. Cloud Aviation, which provides aircraft maintenance, avionics sales and service, hangar rental, and fuel sales. Between the three companies and two locations, all bases are covered!

Greg Mavencamp says that his goal for MATA is to work with other operators to take aviation in Minnesota into the next generation, and he says that getting involved in the Light Sport Aircraft and Sport Pilot movement is one more step in that direction.

For additional information on the "SportStar" or Wright Aero, Inc., contact Greg Mavencamp at 320-963-6796, or 320-963-5094.

*Editor's Note:* See articles on pages 34 and 36 for more "Light Sport Aircraft" news and information. □



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# WATA *Difference*

## WISCONSIN AVIATION TRADES ASSOCIATION

### Fuel Prices & Availability - Major Topics At Wisconsin Aviation Conference

by Jeff Baum, President  
Wisconsin Aviation Trades Association

The Wisconsin Aviation Conference will be held April 30 – May 2 at the new Holiday Inn Hotel & Convention Center at Stevens Point, Wis., and the Wisconsin Aviation Trades Association (WATA) is proud to be a cosponsor.

The keynote banquet speaker on Tuesday, May 1, will be



Jeff Baum

the president and chief executive officer of Avfuel Corporation, Craig R. Sincok of Ann Arbor, Michigan.

Mr. Sincok will discuss fuel pricing and availability, fundamentals of supply and demand, fun facts, and the short-term outlook in his presentation entitled “Fuel

Price Fundamentals: From Wisconsin to the World.” Mr. Sincok’s presentation will be of interest to every fixed base operator and pilot in Wisconsin, and I encourage you to attend.

Earlier that day, WATA will hold

its annual meeting beginning at 8:30 am, and will present the “Wisconsin Aviation Business of the Year Award” at the noon luncheon. There will be informative sessions and opportunities for you to meet with fellow aviation businessmen, airport managers, pilots and exhibitors.

This is an excellent conference cosponsored by WATA, the Wisconsin Airport Managers Association (WAMA), and Wisconsin Business Aviation Association (WBAA), and I strongly encourage fellow operators and anyone who flies for business to attend.

If you cannot make it for the entire conference, I urge you to register for the one-day. Individual and spouse banquet tickets are also available.

To register, contact Jeffrey Gaier at 715-387-2211, via email at [hgaier@badger.tds.net](mailto:hgaier@badger.tds.net), or visit [www.wisama.org](http://www.wisama.org). □

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## Golden Age Aeroworks Named North Central Dealer For Aerolab Light Sport Aircraft

LONE ROCK, WIS. – Golden Age Aeroworks, LLC, has concluded an agreement with Aerolab, S.r.l., the Italian manufacturer of the Sport Camp line of Light Sport Aircraft, to represent it in 11 North Central United States: Michigan, Indiana, Wisconsin, Illinois, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska and Kansas. Based at Tri-County Regional Airport (LNR) in Southwest Wisconsin, Golden Age Aeroworks, LLC, is owned by Paul Peckham of Richland Center, Wis. and Ed Leineweber of Lone Rock, Wis.

Aerolab, S.r.l., of Gallarate, Italy, attracted the attention of the Light Sport Aircraft world in 2006 when it introduced its "LoCamp" aircraft at Sun 'N Fun in Lakeland, Fla. in April, and at EAA AirVenture in Oshkosh,

Ed Leineweber, Golden Age Aeroworks, LLC.



The LoCamp is fitted with fine Italian leather interior appointments, old style steam gauges, dual controls and brakes and a modern com radio and transponder.

(LEFT) Paul Peckham, Golden Age Aeroworks, LLC, discusses the LoCamp's Rotec 2800 110 hp radial engine with Aerolab founder Francesco Rizzi.



The Aerolab LoCamp, first of a series of Sport Camp Light Sport Aircraft to eventually include high-wing and bi-wing versions.

Francesco Rizzi, Aerolab S.r.l.

A large banner for the Des Moines International Airport's 75th Anniversary. The banner features an aerial view of the airport with several aircraft parked at gates. In the foreground, there is a large oval logo with the text "75th Anniversary", "DES MOINES International Airport", and "1932 - 2007". To the right of the logo, the text reads "DSM welcomes you to the Iowa Aviation Conference, April 4-5, 2007". At the bottom of the banner, there is a photograph of a large, multi-engine aircraft on the tarmac, with the text "www.dsmaairport.com" on the left.



Wis. in July. Billed as "only for lovers of old fashioned aircraft," the LoCamp is a nostalgic rendering of a two-place, tube-and-fabric, open-cockpit, low-wing monoplane with a radial engine. It is the first of the Sport Camp series, which will eventually include high-wing and bi-wing versions dubbed the "HiCamp" and

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“BiCamp,” respectively. Initially available as an Experimental Amateur-built, quick-build kit, the company expects to achieve Special Light Sport Aircraft (S-LSA) certification later in 2007.

Peckham and Leineweber will tour their North Central territory with the LoCamp immediately following EAA AirVenture 2007 in August. Deliveries of kits are expected to begin this spring. Meanwhile, a 60 x 60 ft. hangar is going up at LNR to house Golden Age Aeroworks.

“We will offer our customers transitional flight training in their new aircraft,” said Leineweber, a CFI. Peckham, an experienced aircraft homebuilder, stressed the maintenance and customer support side of the business. “We intend to promote an aviation experience, not just the sale of airplanes,” he said, “by recapturing and conveying to our customers the magic, allure and excitement of the Golden Age of Aviation, which the Sport Pilot/Light Sport Aircraft movement has made possible.”

While obviously appealing to nostalgic impulses, the Aerolab LoCamp is a thoroughly modern aircraft under its skin. Sporting a CNC laser-cut and TIG-welded steel tube fuselage, aluminum spars, push rod controls and electric

flaps and trim, Aerolab's founder, Francesco Rizzi, estimates that the kit version can be built in about 500 hours and comply with the 51% rule of Experimental Amateur-built certification. “Put away your drill,” he suggests. “This kit is ‘assembled’, not ‘constructed’.”

The LoCamp prototype is powered by a 110 hp Rotec 2800 engine, cruises at 106 mph, and stalls clean at 45 mph and with flaps down, 41 mph. With an empty weight of 848 lbs, a useful load of 472 lbs is available while staying within the 1320 lb. limit of the LSA compliance standard.

The price of the LoCamp kit is expected to be under \$44,000 for the basic kit and under \$48,000 for all the available options such as wheel fairings, old style instruments, epoxy coating, and passenger instruments and brakes. The S-LSA-compliant, fly-away version is expected to sell for around \$80,000.

For additional information, contact Paul Peckham at 608-647-8436 or 608-383-3055 (peckham9@countrytryspeed.com), or Ed Leineweber at 608-604-6515 (edleine@countrytryspeed.com). Be sure to check out [www.aerolab.it](http://www.aerolab.it). □

## Light Sport Aircraft Have Arrived In Manitowoc



The Savage “Classic” and “Cruiser” Light Sport Aircraft.



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MANITOWOC, WIS. – In partnership with Savage Aircraft Sales, LLC, Lakeshore Aviation in Manitowoc, Wis., is now the national sales and service center for a new line of Light Sport Aircraft (LSA) built in the Czech Republic. Two models of the Savage – the Classic and the

Cruiser – will be available in various configurations including wheels, skis and amphibious floats. The plane seats two people, and resembles the popular Piper J-3 Cub. It is equipped with a 100 hp Rotax engine, comes in a variety of colors and options, and features conventional tail-

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wheel landing gear configuration. The basic aircraft, fully equipped, sells for \$60,000. A "loaded" amphibious seaplane model, with a turbocharged engine, color moving-map GPS navigation, and full lighting and instrumentation, is just over \$100,000.

Savage Aircraft Sales, LLC, is owned by local aviation enthusiasts Keith and Julie Hartlaub, who also own Creative Solutions, a business telecommunications company in Manitowoc. They have negotiated the North American distributorship for the manufacturer of the light planes. The Hartlaubs are also partners in Lakeshore Aviation with local businessman and airshow producer, Curt Drumm. Lakeshore Aviation will handle all aircraft assembly, FAA certification, test flights, maintenance, sales and training. There will also be a national sales network in place. The company plans to sell over 30 airplanes in the next 18 months; the first two, which are due to arrive in May, are already sold, and they are taking orders for future deliveries.

The airplanes, which will be fully



manufactured and test-flown in the Czech Republic, will have their wings, propeller and tail feathers taken off for shipment to Manitowoc in ocean containers. Upon unloading at the Manitowoc airport, Lakeshore's mechanic, Dennis Goodwin, will reassemble them and work on FAA certification. New owners will be able to pick their own N-number. Owners will receive transition training from LAI instructors.

Currently, there is one Savage Cruiser at Lakeshore Aviation, and it is available for demo flights, Private Pilot and Sport Pilot instruction, and tailwheel training and rental. Lakeshore Aviation has secured insurance to become an EAA-listed Sport

Pilot training center, and already has a number of students waiting to begin their training.

To further support LSA and experimental aircraft, Lakeshore Aviation is becoming a factory authorized Rotax aircraft engine service center. Lakeshore Aviation will be one of four Rotax service centers in Wisconsin, with a territory extending from north of Milwaukee toward Wausau up to Upper Michigan. LAI's chief mechanic, Dennis Goodwin, will be attending the Rotax engine school in Florida in April. He is also in the process of obtaining his FAA Designated Airworthiness Representative (DAR) certification to inspect and certify Light Sport and Experimental aircraft. Goodwin currently holds his FAA Airframe & Powerplant/Inspector Authorization (A&P/IA) and Private Pilot Certificate.

For more information about the Savage Aircraft, flight training, ground school, and air charter, contact Lakeshore Aviation at 920-682-0043 or see [www.lakeshoreaviation.com](http://www.lakeshoreaviation.com). □

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## EAA's Annual Skiplane Fly-In Honors Audrey Poberezny

PIONEER AIRPORT, OSHKOSH, WIS. – Everyone hopes for snow, and snow there was for the annual EAA Skiplane Fly-In, January 27 at Pioneer Airport, next to the EAA AirVenture Museum, Oshkosh, Wis.

Dozens of skiplanes flew in for the event in celebration of flight and Audrey Poberezny's birthday, wife of EAA Founder Paul Poberezny, who turned 82 that day.

The EAA Skiplane Fly-In began in the 1980s as a private, informal gathering to celebrate Audrey Poberezny's birthday. Pilots, EAA members and friends showed up at Pioneer Airport each year to enjoy a small get-together that included skiplanes coming from as far away as Illinois and

Minnesota. "We would ice skate on the small pond behind the museum for years," said Audrey Poberezny. "But the older we got, the less we ice skated, so we now spend more time visiting in the hangar instead."

As the skiplanes arrived each year, they naturally drew interest from people visiting the EAA AirVenture Museum that day, as well as area aviation enthusiasts who saw them fly by. Over the last 10 years, the EAA AirVenture Museum staff and others

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Geoff Sobering

have assumed the hosting duties from the small volunteer group that originally staged the event.

Depending on weather conditions, there have been as many as 40 skiplanes at the airport some years. Conversely, there have been some years where a lack of snow made it



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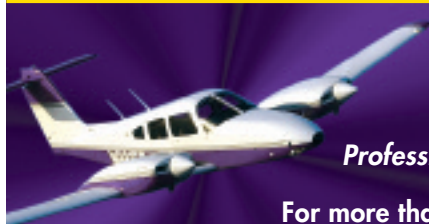
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impossible to land skiplanes at Pioneer Airport. The celebration goes on regardless, with some pilots landing at nearby Wittman Regional Airport on wheels, and making their

#### AVIATION HISTORY

### **"Wisconsin's Flying Trees" Takes Off From Forest Products Laboratory**

MADISON, WIS. – The nationwide tour of a traveling exhibit, "Wisconsin's Flying Trees: Wisconsin Plywood Industry's Contribution To WWII," kicked off with a reception at the Forest Products Laboratory (FPL), January 31.

The 23-foot exhibit uses historical photos and information as well as first-hand accounts to educate visitors on the critical role the state's forest products industry played during WWII. For example, with help from FPL, Wisconsin plywood manufacturers, such as Roddis Plywood and Veneer Company in Marshfield, turned yellow birch from the state's northern forests into the thin veneer and plywood needed to produce the fastest airplane of WWII, the de Havilland Mosquito, also known as

way to the celebration.

Although the event today is a little more formalized than originally, with pilot briefings required before being allowed to land at Pioneer Airport,

and more publicity for the event, it retains most of its original character. Pilots get to fly in, wish Audrey a happy birthday, and hangar talk throughout the day. □



Spruce Goose in Long Beach, California

the Wooden Wonder and the Timber Terror. The wood used to build the "Spruce Goose" also came from Wisconsin forests.

In addition to the interpretive exhibit, items from FPL's work with the U.S. military will be on display. FPL researchers studied wood aircraft frames during WWI, developed lightweight packaging for transporting materials during WWII, assisted with the design and repair of motor mounts for minesweepers used in Desert Storm, and solved problems with

wooden propellers during the current conflict in Iraq.

"Wisconsin's Flying Trees" were on display at FPL until March 23. The exhibit is sponsored by the Hamilton Roddis Foundation through the Camp 5 Logging Museum in Laona, Wisconsin.

The USDA Forest Service Forest Products Laboratory was established in 1910 in Madison, Wisconsin, with the mission to conserve and extend the country's wood resources. Today FPL's research scientists work with academic and industrial researchers and other government agencies in exploring ways to promote healthy forests and clean water and improve papermaking and recycling processes. Through FPL's Advanced Housing Research Center, researchers also work to improve homebuilding technologies and materials. Information is available at FPL's web site: [www.fpl.fs.us](http://www.fpl.fs.us). □

## **Fritz E. Wolf Aviation Center Dedicated**



Dave Weiman

Jennifer Wolf in the cockpit of one of the state's Pilatus propjets.



Dave Weiman

Members of the Fritz E. Wolf family stand by the sign outside the newly named "Fritz E. Wolf Aviation Center." (L/R): Wolf's granddaughter, Jennifer Wolf, with her parents Rick and Marge Wolf of Sun Prairie, Wis.

MADISON, WIS. – On May 19, 2006, Wisconsin Governor James Doyle signed Senate Bill SB 306 into law to rename the state's flight opera-

tions facility at Dane County Regional Airport, the "Fritz E. Wolf Aviation Center" after the former Wisconsin DOT Bureau of

Aeronautics Director. On December 29, 2006, formal ceremonies were held at the center with members of the Wolf family and friends and associates in attendance. Wolf (1916-97) was a Flying Tiger during World War II, and following the war he became the first paid employee of the newly created Wisconsin State Aeronautics Commission. Wolf was later appointed the first Director of Aeronautics for the State of Wisconsin in 1967 – a position he held until he retired in 1981. Presiding over the ceremonies and tour of the facilities was Ron Zweifel, Director of Air Services Operations for the State of Wisconsin. Keith Gerard of the Wisconsin Bureau of Aeronautics attended, along with former bureau operations manager, Tom Thomas. □

# Aeronautics Report

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## Are You Proficient, Or Just Current?

*by Jeff Taylor*

*Aviation Consultant – WisDOT Bureau of Aeronautics*

What was your first thought the last time someone asked you to fly an airplane? Was it, “Am I current?” If it was, you are probably not



Jeff Taylor

alone. Typically, pilots begin to compare what their currency status is in relation to the FAR 61.57 Recent Flight Experience, which lists the number takeoffs and landings or the number of instrument approaches required in a given time period. Pilots also check FAR 61.56 Flight Reviews, which lists the minimum training requirements for your pilot certificate. While being current from an FAA legal standpoint is always important, shouldn't we ask more of ourselves? And don't our passengers assume we are doing more than maintaining the bare legal minimum requirement of competency? Looking back at how I was trained, and how I trained student pilots, this pattern does not surprise me.

During the early stages of our aviation experience, we all became very well versed in reading the regulations and learning what are the minimum requirements for each certificate. In fact, during the practical exams for a certificate, the examiner probably

quizzed you on these minimums. Unfortunately, their intent was misunderstood. It wasn't to reinforce that you only need 3 takeoffs and landings every 90 days; it was merely to verify that you understood what the FAA bare legal minimums were.

So what can we do to move beyond staying “legally current,” to improving our proficiency as pilots?

First, take a conservative approach when assessing your individual level of proficiency. Several studies have shown that skill loss in some of the most important phases of flight (landings, unusual attitude recovery and crosswind takeoffs) occur much sooner than most pilots expect. And what is particularly concerning is that these studies also showed we are not very accurate at assessing our level of proficiency. Overestimating our abilities is not just a pilot trait; it is a very common human characteristic.

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



Dave Weiman

Simulators have come a long way in providing a realistic flight experience. There are several flight simulation programs available for home use on a PC that allow you to fly an assortment of aircraft in almost any weather. For those who don't want to use a computer, the cheapest simulator is “chair flying.” Find a quiet room – not just to allow you to concentrate, but to keep others from staring – then sit down and visualize a flight. It is an extremely effective tool for building habit patterns and preparing you to maximize your flight time. Props can help; a photo of your cockpit panel is a great visual aid. While flight simulators can be a valuable tool, it's important they are used appropriately. Treat them like an aircraft. To gain the maximum benefit from your flight simulation experience, play the game and truly act as if you are in an aircraft. Also, make sure you are practicing correctly.

Review flight manuals and discuss procedures with a local CFI and verify that your procedures are appropriate. While you might look a little funny “play acting” flying, the benefits far outweigh the kidding and your potential passengers will probably appreciate your conscientious efforts.



Flying an airplane is not like riding a bike. Pilots today need to maintain knowledge and proficiency in a

wide range of skills to conduct a safe flight. Respect the fact that your skills as a pilot need to be nourished on a

consistent basis and never assume that just because you are legally current, you are also safe. □

## Airport Construction Update

by Jeff Taylor

*WisDOT Bureau of Aeronautics*

**I**t will be another busy construction season this summer at Wisconsin airports. The Wisconsin DOT Bureau of Aeronautics has plans for \$109 million of airport improvement projects scheduled, using a combination of federal, state and local dollars.

The airport construction process involves teamwork between WisDOT BOA, the Federal Aviation Administration (FAA), and the airport owner from initial planning to project completion.

The Bureau guides airport development through a process that begins with broad policy planning and includes progressively more detailed elements of system planning, airport master planning, programming, and finally individual airport construction. Through an agency agreement with the airport owner, the Bureau oversees project planning, coordination, design, land acquisition and construction, as well as all financial transactions for an airport project.

This year's projects at air carrier or "primary" airports include:

- Austin Straubel International (GRB) – Runway 6-24 will be reconstructed northeast of runway 18-36.
- Dane County Regional-Truax Field (MSN) – The south apron and taxiways D and E will be reconstructed. A parking ramp at the air carrier terminal will be constructed.
- General Mitchell International (MKE) – Runway safety areas will be improved and the north apron rehabilitated.
- La Crosse Municipal (LSE) – Taxiways A and E will be reconstructed along with a portion of the south apron near taxiway E.
- Outagamie County (ATW) – Phase 2 of the construction of the new general aviation area will continue on

the south side of the airport. This is part of a larger project over the next 2 years to separate the air carrier operations from general aviation operations for security reasons and for additional ramp space.

- Rhinelander-Oneida County (RHI) – Phase 1 of the development of a general aviation area west of the current general aviation ramp.

Projects at general aviation airports include:

- Alexander Field – South Wood County (ISW) – The apron will be reconstructed and the terminal building will be remodeled.
- Burnett County Airport (RZN) – Runway 13-31 will be completely reconstructed and extended to 5,000 feet.
- Clintonville (CL) – A new aviation fuel system will be installed and the southwest apron will be expanded and reconstructed.
- Eagle River Union (EGV) – A MALSR approach lighting system and a PAPI to runway 4 will be installed.
- Iowa County (MRJ) – Runway 4-22 will be reconstructed and strengthened.
- John F. Kennedy Memorial (ASX) – A Localizer/DME and MALSF approach lighting system will be installed.
- L.O. Simenstad Municipal Airport (OEO) – A parallel taxiway for runway 10-28 will be constructed. The terminal area pavements will be expanded and reconstructed and the auto parking lot will be expanded.
- Madeline Island (4R5) – The apron and auto parking lot will be expanded. A heliport and hangar taxi lanes will be constructed. Runway 4-22 will be extended to 3,500 feet and REILs and MIRLs will be installed.
- Manitowoc County Airport (MTW) – The parallel taxiway for runway 7-25 will be completely reconstructed.

- New Richmond (RNH) – Runway 14-32 will be reconstructed and extended to 5,500 feet, along with a parallel taxiway.

- Stevens Point Municipal (STE) – The terminal building will be remodeled and expanded.

- Tri-County Regional (LNR) – A Localizer/DME and MALSF approach lighting system will be installed.

- Taylor County Airport (MED) – Runway 9-27 will be widened to 100 feet and extended to 6,000 feet.

- Washington Island (2P) – Runway 4-22 will be realigned and extended to 2,250 feet.

- Waukesha County (UES) – Runway 10-28 will undergo reconstruction and a hangar area will be expanded.

- Wittman Regional – The first phase of the reconstruction of runway 9-27 will begin.

Due to the change in leadership in Congress, federal money, which funds the majority of the airport improvement program, will come approximately two months later than usual. Since Wisconsin's construction season is short, this delay may mean some of the planned work will have to wait until 2008.

All pilots are reminded to check NOTAMs before every flight. During a construction project, the availability of runways, NAVAIDS and other facilities required for a safe flight may not always be accessible. □

**2007-2008**

**Wisconsin Airport Directory  
& Pilot's Guide  
Are Now Available  
See Page 46  
For More Information**



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**Raymond J Rought, Director**

Minnesota DOT Office of Aeronautics

Mail Stop 410 • 222 East Plato Boulevard • St. Paul, MN 55107-1618

1-800-657-3922 or 651-296-8202

**Dan McDowell, Editor**

## Neighborhood Heroes

by Ray Rought, Director

MNDOT Office of Aeronautics

We are fortunate in this great country, to have a dedicated group of volunteer citizens who serve every state in the union via general aviation, utilizing their skills, their time, and their money. In Minnesota there are nearly 1,200 of these amazing people who live in communities all over the state. These people are our “neighborhood heroes” who quietly go about their accepted duties, for the benefit of all our citizens. They do this often with little recognition by the general public, yet they do it with tremendous dedication and valor. Read on about our neighborhood heroes.

The Civil Air Patrol (CAP) was founded in December 1941, one week before the Japanese attack on Pearl Harbor, by more than 150,000 citizens who were concerned about the defense of America’s coastline. Under the jurisdiction of the Army Air Corps, CAP pilots flew more than one-half million hours, were credited with sinking two enemy submarines, and rescued hundreds of crash survivors during World War II.

On July 1, 1946, President Truman established CAP as a federally chartered benevolent civilian corporation, and Congress passed Public Law 557 on May 26, 1948, making CAP the



Ray Rought

auxiliary of the new U.S. Air Force. CAP was then charged with three primary missions: aerospace education, cadet programs and emergency services (excerpts from [www.cap.gov](http://www.cap.gov)).

The CAP motto, “Semper Vigilans” is Latin meaning “Always Vigilant.” It is the driving

motto for the more than 56,000 members of the official auxiliary of the United States Air Force, as well as the nearly 1,200 Minnesotans who are serving our state and nation via CAP.



Civil Air Patrol GA8 Airvan at the Minnesota Wing's Fleming Field location, South St. Paul.

Today, CAP is in the midst of celebrating the organization’s 65th anniversary. Though CAP crews are flying some of the newest glass panel Cessna aircraft, and using some of the latest hi-tech search and rescue (SAR) equipment, they have in a sense, returned to their roots. CAP began as

a homeland defense force and is once again performing vital missions for the defense and security of our nation.

For many years CAP’s primary mission was search and rescue. Then, CAP flight and ground crews performed more than 82% of the domestic SAR missions for the USAF. Today that workload has been increased to 95% of the inland SAR. That is a testament to the quality, skills, and amazing spirit of volunteerism demonstrated by CAP members, who have taken on that workload and eagerly accomplish these missions for America. Besides SAR, CAP performs very important missions for Homeland Defense, Disaster Relief, and missions in support of other federal and state government agencies.

The vast majority of CAP members are volunteers who receive no pay or direct benefits, but who proudly serve with tremendous dedication and pride. To many members, it is a “calling” and a way to serve their community, their state, and their country.

Today CAP members train and work side by side with the USAF, Air Force Reserve and Air National Guard in performance of “Missions for America.” They also work with other government agencies and military services including the U.S. Coast Guard.

The Minnesota Wing of the CAP, under the command of Colonel Steve Miller, currently boasts nearly 1,200 members, and a fleet of 17 aircraft. The members and the aircraft are essentially on call 24/7/365. The aircraft are very well maintained, thanks

Lt. Col. Gary Chambers / USAF Reserves



to the model depot maintenance program designed, developed, and managed by Minnesota Wing Director of Operations, Lieutenant Colonel John Quilling.

Like the marvelously maintained aircraft, the pilots, observers, scanners, and the ground support personnel across the board must also maintain a high level of preparation and readiness. On nearly any given weekend throughout the year, they can be found training and improving their mission skills. One can easily see the pride in these CAP members as they go about their duties diligently, and with quiet distinction.

Did you know that CAP was one of the first supporting agencies on the

scene, in the air, after the attacks on New York on 9/11. Minnesota CAP was there during the tremendous floods in the Red River Valley area of Minnesota, and also on the scene after Katrina, just to mention a few critical missions.

CAP members are the heroes that live in our communities all across Minnesota who are our neighbors and our friends. They work many long hours at their own expense to be ready for the call, sending them on a mission for the safety, well-being, and peace of all our citizens. If you have the good fortune to know a CAP member, or if you see them at your local airport, please take a moment to thank them for their service. It is a

small gesture that speaks volumes to those who receive it!

CAP members (nationally) average saving more than 100 lives throughout the U.S., every year. They are ready to do this at any hour of the day, every day. Clearly, the valiant members of the Civil Air Patrol truly live by their motto "Semper Vigilans" ...Always Vigilant!

If you want to serve your community, state and country by serving with the Civil Air Patrol, you can contact Captain Al Pabon at [al.pabon@mncap.org](mailto:al.pabon@mncap.org), or go online at: <http://www.cap.gov/> to contact National Headquarters CAP, or <http://www.mncap.org/> to contact the Minnesota Wing. □

## Where Are The Young?

*An Editorial by Dan McDowell*

**T**his article is being written in mid-February for the Minnesota Aeronautics Technical Bulletin. So, by the time it appears in print 4-6 weeks will have passed and the month of April will be at hand. The reason that is being mentioned is because there is a crisis (of sorts) looming on the near horizon.



Dan McDowell

In a report issued by the Federal Aviation Administration (FAA)\* for 2006, it shows that there are now fewer than 600,000 pilots in the U.S. To be exact, the FAA figures showed the following:

Total Pilots	.....597,109
Student Pilots	.....84,866
Recreational Pilots	.....242
Sport Pilots	.....939
Balloon Pilots	.....10,511
Glider Pilots	.....37,837
Private Pilots	.....236,147
Flight Instructors	.....91,343
Rotorcraft Pilots	.....41,306

Commercial Pilots	.....130,234
Transport Pilots	.....144,681

The average age of pilots in the groupings above (as shown in the report) vary as one would expect, but what is most startling is the fact that the average age of student pilots is 34.4 years! The FAA report showed that the average age of flight instructors is currently 45.2 years. That destroys the myth that the flight instructor ranks are populated by the twenty-something year-old pilots. Interestingly, the oldest pilot group is found in the balloon and glider categories. They have an average age of 54 years!

The FAA figures show that the average age of a pilot in the U.S. is 45.6 years old. But the average age of new Sport Pilots is 52.9 years. That is seven years older than the average pilot population. And that raises the question, where are the young people?

Where are the next generation pilots? Where will the airlines find qualified or at the least, trainable, candidates for a cockpit seat? Who will be the next flight instructors?

Do you care about the decline, and aging numbers of GA pilots? What are YOU doing about it?

There are groups like the Young Eagles, Civil Air Patrol, and others

who are extending tremendous efforts to attract and motivate young people to aviation and to flight. Though these and other similar programs are successful, the figures show that student pilot starts are declining. That is clearly evident in the number of FBOs in Minnesota who have closed their doors, or no longer provide flight training.

One FBO before 9/11 (as a point of reference) had more than 200 students. He is now down to fewer than 10 total students and only two are on a career track. Another FBO states that their flight training numbers have dropped more than 70%. Business will not likely be sustainable for more than this year with numbers like that. These are FBOs in the larger population areas. What is going to happen to the FBOs who do flight training at smaller airports around less-populated towns and cities? What will happen to them?

Some readers may say, 'you've been beating this drum for more than four years now'. Yes, that is quite true, and as we look at the FAA's numbers, it seems quite clear that we are on the verge of a serious state of affairs with GA. Thus it is necessary to continue beating the drum.

Why? Well the FAA is pushing toward the inclusion of GA "user

fees;" the coming changes in navigational equipment (ADS-B) which may necessitate many aircraft owners to install new equipment; there seems to be a significant lack of interest by new young aviators; and the pilot population is aging! All these things can contribute to a drop in young and seasoned fliers. Young ones can't afford to start, and older ones can't afford to continue.

I have spoken to a few young people very recently who had been involved in aviation, and asked why they were no longer interested. Though this is in no way a reasonable sampling of a demographic, it may give us a glimpse into the thinking of the younger generations. One young man said, "I don't want to go into the military because the commitment is so long and I'll be too old to fly for the airlines."

Another stated that "...I wanted to fly for the airlines, but with all these companies going broke and pilots losing retirements and taking huge pay cuts, I can't afford to spend a hundred-thousand (dollars). I don't see how I could pay back all the money I'd owe for my flight training."

One young lady said, "I'd rather spend that money and get a Masters Degree and go corporate. Then I can make a salary that might allow me to own a nice airplane and I can fly that way instead of flying for the airlines

or the (sic)... military."

So where does that leave GA? We have rising costs in our daily living. We are aging. Necessities like health-care, a place to live, saving for "retirement," the rising costs of maintaining a home and a car, the rising costs of fuel for heating our homes and driving our cars, and the rising costs of food, all play a significant part in the financial picture of owning ...well...anything that isn't an absolute necessity, like a boat or even a plane.

FBOs are closing their flight training doors because they have significantly declining student numbers and it gets expensive owning and maintaining aircraft that aren't being flown. If young, potential aviators aren't exposed to aviation, aren't motivated and excited by and about aviation, then what?

It is time for every pilot, aircraft owner, FBO and airport to work together to plan and hold a couple of open house events each summer at their local airfield and make aviation accessible, exciting, fun, and worthwhile for new aviators. If we all work together for the good of aviation, much can be accomplished! In addition, the efforts support the airport, the FBOs, and other airport businesses. It helps to assure the vitality and value of the airport itself. It keeps the community's front door open. And it

helps to build a new generation of aviators who will continue to fly for their lifetime, as many, if not most of our current senior pilots have done.

Pilots, aviation enthusiasts, business people, airport owners and managers can all benefit by working together; by helping young people get started on a career track in aviation. There is certainly more to aviation than just being a pilot, and all those other aviation careers are equally important to the success of General Aviation, and aviation in general. The point is that it is critically important for all aviators and people in the aviation industry to awaken the aviation spirit in a new group of potential aviators and aviation industry members.

The key is working together, trying new ideas, making aviation accessible, interesting and fun, for the uninitiated. But it takes the combined effort of everyone. Contribute what you can, but by all means contribute. Let's work together to keep GA strong.

When you take off on a CAVU, 72-degree day, think about what you can do to motivate someone new to take a good look at aviation. Remember your excitement as you first flew, soloed, earned your certificate – maybe when you bought your first airplane. Now ask yourself, where are the young? □

#### AVIATION LAW

## Inadvertent Or Passive Ingestion Of Drugs Is No Defense Against A Positive Drug Test

by Greg Reigel  
Attorney At Law

In a recent NTSB opinion, the board affirmed the FAA's revocation of an airman's ATP and First Class Medical certi-



ficates based upon a failed drug test. In *Administrator v. Kalberg*, the airman operated a flight on behalf of UPS to Anchorage, Alaska. Upon arrival, the airman was required to submit to a random drug test. The airman tested positive for having marijuana in his system. Subsequently, the FAA initiated an emergency revocation of the airman's certificates and the airman appealed.

At the hearing before the adminis-

trative law judge ("ALJ"), the airman argued that the most probable explanation for his positive test result was that he inadvertently ingested marijuana "by virtue of smoking several 'house' cigars he had recently purchased while on a family vacation in Aruba." However, the ALJ did not find this explanation credible and affirmed the emergency revocation. The airman then appealed the ALJ's decision to the full NTSB.

The airman argued to the full board that his testing positive for marijuana "was not the result of knowing or intentional conduct." The board



initially rejected the airman's argument based upon the premise that it was required to defer to the ALJ's negative credibility determination regarding the airman's claim because the airman had provided no evidence to show that the ALJ's determination was arbitrary or capricious.

The board went on to note that under the DOT drug testing requirements in 49 C.F.R. 40.137, "the medical review officer (MRO) must verify a confirmed positive test result unless the employee presents a legitimate medical explanation for the presence of drugs found in his system" and that DOT drug testing requirements in 49

C.F.R. 40.151 "specify that explanations by an employee of inadvertent or passive ingestion of drugs do not constitute a legitimate medical explanation that can be considered by an MRO as a basis to not verify a positive drug test result." As a result, even if the airman's explanation of the reason for the positive drug test were to be believed, that explanation would not prevent verification of a positive drug test.

It should go without saying that this case is yet another example of the fate an airman tempts if he or she chooses to smoke or ingest marijuana. However, what may not be as appar-

ent is the risk an airman takes by simply being around other people who may be smoking marijuana. Passive exposure to marijuana can result in testing positive and is equally hazardous to the airman. If an airman finds him or herself in this situation, an immediate departure is probably the best bet.

*Editor's Note:* Greg Reigel is an attorney with Reigel & Associates, Ltd., a law firm located in Hopkins, Minnesota, which represents clients in aviation and business law matters ([www.aerolegalservices.com](http://www.aerolegalservices.com), 952-238-1060, [greigel@aerolegalservices.com](mailto:greigel@aerolegalservices.com)). □

## HIGH ON HEALTH

### I'm tired of pushing pills!

by Dr. John Beasley, MD

No, I'm not going to retire yet. But, I'm really, really tired of pushing pills. Pills for elevated cholesterol, for hypertension, for diabetes, for impotence. Do YOU recognize any of these names? Lipitor (atorvastatin)? Hydrochlorothiazide? Lisinopril? Glucophage (metformin)? Viagra (sildenafil). Are you taking any of them? Did I prescribe them? Then I'm tired of pushing pills at you too!

Now all this pill pushing buys a lot of gas for my Mooney, so I suppose I really shouldn't complain. Even so, the reason I'm tired of pill pushing is because so often it shouldn't be necessary, that's why!

Last week a 32-year-old came into me for a trivial problem and I noticed that he was pretty chubby. I checked a few things. His blood pressure, blood sugar and cholesterol were up. Way up. I told him to go buy a wheelbarrow because he's going to need it to



John Beasley

carry all of his pills home. This man has a sedentary occupation (like sitting in the left seat), and I asked him what he thought about his health and he said: "I never really thought about it." Duh!

What is the common element to his medical problems? It's the "metabolic syndrome," which consists of increased waist circumference (in Wisconsin known as the "Milwaukee Goiter") of 40 inches for men and 35 inches for women, and elevated blood pressure, cholesterol and glucose. The result of the metabolic syndrome is greatly increased risk of diabetes, heart attack, stroke, and more problems than my editor gives me space to list. (But for you men out there, I will add impotence!)

So what to do? First, choose the right ancestors. That helps; in fact, it's more important than choosing the right doctor!

Second, if that isn't practical, it's very important to see yourself as a healthy and fit person, and to exercise and eat accordingly.

Third, if all else fails, well, I'll start pushing pills, and you buy the wheelbarrow!

So what is exercising and eating appropriately all about?

We all talk about obesity, but that's really just a marker for what you are

doing right or wrong. Exercise? Something aerobic for 45 minutes a day. Even walking will probably do it. More is better. Diet? Reasonably low in fat (<24% of calories from fat and reasonably low in simple carbohydrates). And not too much. Finally, it's a good idea, if there is any significant doubt, to get your doc to check your blood pressure, blood sugar and cholesterol levels.

Can you fly with metabolic syndrome? Sure, but it's a hassle for you and for me, and it will be a heck of a lot more hassle if you become frankly diabetic or have a heart attack. It's even worse if you're dead. The FAA has a real problem certifying dead folks. Maybe they figure you'll have a different set of wings. Optimists.

The good news is that metabolic syndrome is very treatable... the bad news is that it's up to you. I can give you a whole mess of pills to reduce the huge risks associated with the metabolic syndrome, but I can't cure it. Only you can.

So, if you want "no hassle" medical certification, take care of yourself. Be in really good shape. Spend your money on walking shoes and stay out of my office. You will fly longer and can spend your money on the gas you will use, rather than on the gas going into my Mooney. □

## Anoka Technical College Aviation Program Closes

BLAINE, MINN. – In the midst of rising employment in aviation, the Anoka Technical College aviation program at Anoka-County/Blaine Airport in the Twin Cities is closing, at least for the timebeing. Program chair, Kent Seibert, is the last remaining staff member in the program which has had degree programs in Professional Pilot, Air Traffic Control, and Aircraft Dispatch since 1972. Declining enrollment has been cited as a major factor in the college's decision, but at press time, the college has not replied to our requests for com-

ment.

In an explanation sent to Seibert, Academic Dean Bette Clemenson said that the aviation program is in an uncertain position given the changing landscape with the county. "While the airport expansion is taking place, I am not sure our program is positioned to meet industry needs. I believe we explored options last year as far as restructuring is concerned, but with the news of the stadium (not being built north of the airport), I don't believe further exploration of restructuring is an option."

Clemenson encouraged Seibert to refer students to other Minnesota State College campuses offering the same instruction, and indicated that she believed that "collaboration of

MnSCU institutions will best serve students and industry."

The program's advisory committee has requested a meeting with Anoka Technical College President Anne Weyandt, but so far she has not met with them, nor has she ever visited the campus.

Federal grant assurances prohibit the college from using the facilities for any other purpose than aviation, and demand for space on the airport remains at an all-time high. Seibert will be out of a job on May 18, and the doors will close at that time.

Written comments can be directed to Bette Clemenson via email at [bclemenson@anokatech.edu](mailto:bclemenson@anokatech.edu), or Anne Weyandt at [aweyandt@anokatech.edu](mailto:aweyandt@anokatech.edu). Phone: 763-576-4709. □

## Brothers Win State & National Aviation Art Contests

ST. PAUL, MINN. – Stillwater, Minnesota residents, and siblings, Jimmy and Michael Roznick, took first and second place respectively in the 10-13-year-old category, in the International Aviation Art Contest in Minnesota. They were recognized at an official ceremony held in the Capitol Rotunda, February 16. But even the joy of that recognition was nothing compared to the surprise when Minnesota Department of Transportation (Mn/DOT) Aeronautics Director Raymond J Rought announced that the Roznick brothers had just won first and second place at the national level of the competition in their age category.

The shock and delight that showed on the faces of the Roznick brothers, was equaled by their excited and

proud parents. This is the first time two siblings have won at the state and national level in this art contest. Their work will now be sent to Europe to compete at the international level.

The top three winning pieces of artwork in each category from Minnesota were sent to Washington, D.C. for the national competition. The top three winners in each category at the national level are then sent to Geneva, Switzerland for the international competition. In Minnesota, the first-through fourth-place pieces of artwork in each age group will be featured in the International Aviation Art Contest calendar for 2008.

The art contest encourages youth from all over the world to learn about



The Roznick brothers. (L/R) Michael and Jimmy.

Dan McDowell/MNDOT

aviation through art. The International Aviation Art Contest is sponsored by the Mn/DOT's Office of Aeronautics, Federal Aviation Administration, National Association of State Aviation Officials, and the National Aeronautic Association, in cooperation with the Federation Aeronautique Internationale in France. □

## New Wisconsin Airport Directory & Pilot's Guide

The 2007-2008 Wisconsin Airport Directory and Pilot's Guide is now available. The updated directory features a large aerial picture of each of the 135 airports open to the public in Wisconsin. Directories will be mailed to owners of aircraft who have paid their annual

registration fee or can be purchased at your local FBO. They are also available directly from WisDOT by sending \$3.00 to:

Wisconsin Department of Transportation,  
Maps & Publications, 3617 Pierstorff,  
P.O. Box 7713, Madison, WI 53707-7713  
(608) 246-3265

Updates to the directory can be found at:

[http://www.dot.wisconsin.gov/  
travel/air/airportdirectory.htm](http://www.dot.wisconsin.gov/travel/air/airportdirectory.htm)

Many pilots find it useful to print out updated pages and paste them into the bound book to keep their directory current.

If you have an idea that would improve the directory, please forward them to:

Jeff Taylor - [Jeffery.taylor@dot.state.wi.us](mailto:Jeffery.taylor@dot.state.wi.us)  
608-266-7347 □





Chrystal Cole-Bridges

## Tuskegee University Graduates First Female Pilot In Six Decades

SALINA, KAN. – Through a joint program established in 2002 between Tuskegee University and Kansas State University, Salina, Chrystal Cole-Bridges became Tuskegee's first woman pilot in about six decades, as well as one of a small number of black female aviators in the U.S. This accomplishment comes nearly five years after Cole-Bridges met a pair of Tuskegee Airmen on a campus visit. She was considering a career in aviation, but did not know if she could become a pilot. Then one of the airmen reassured her and said that she could become a pilot, if she really wanted to, and not to let anything stand in her way.

The all-black Tuskegee Airmen Squadron unit flew hundreds of combat missions during World War II.

"These airmen have paved the road for me and a lot of African-American

aviators today," she added. "It is up to my generation to pass this legacy on ... I am thankful I am (now) in the position to do so."

Mildred Hemmons Carter became the first black woman to graduate from the cadet pilot training program at Tuskegee University in 1941, and the first woman in Alabama to be awarded a pilot certificate.

Although more blacks have gone on to pursue careers in aviation since then, there are few black female pilots – just 140 out of 124,825 female pilots, or about 0.1 percent of

**CONTINUED ON PAGE 56**



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### Holiday Inn Hotel & Convention Center – Stevens Point, Wisconsin – April 30-May 2, 2007



- Speakers - Avfuel President Craig Sincok & General Aviation Manufacturers Association President Peter J. Bunce
- 12 Professional Sessions for GA Pilots, Corporate Flight Departments, FBOs, GA and Air Carrier Airport Managers, Airport Commissioners
- Golf Tournament, Sporting Clays Outing, Welcome Reception
- Annual awards luncheon and banquet
- \$65 registration fee includes all meals and receptions

*For registration information, please visit the Wisconsin Airport Management Ass'n website at [www.wiama.org](http://www.wiama.org) or call Pete Drahn, 715-358-2802 or email: [daredem@verizon.net](mailto:daredem@verizon.net)*

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# CALENDAR

Send the date, times, location  
(include city, state & airport I.D.),  
and contact person's telephone number,  
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TO CONFIRM DATES AND FOR TRAFFIC ADVISORIES.  
ALSO USE ONLY CURRENT AERONAUTICAL CHARTS  
FOR NAVIGATION AND NOT CALENDAR  
LISTING INFORMATION**

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

## APRIL 2007

- \*4-5 DES MOINES, IOWA** - Iowa Aviation Conference at the Sheraton West Des Moines Hotel. 515-727-0667 or iowaairports.org
- 4\* WEST DES MOINES, IOWA** - AOPA Pilot Town Meeting at Sheraton West Des Moines 7:30-9:00 pm at the Iowa Aviation Conference. **FREE!**
- 10\* MILWAUKEE, WIS.** - WisDOT Aeronautics Pilot Education Seminar "Current vs. Proficient" at Timmerman - Gran-Aire 7pm.
- 11\* GREEN BAY, WIS.** - WisDOT Aeronautics Pilot Education Seminar "Current vs. Proficient" at Executive Air 7pm.
- 12\* SHEBOYGAN, WIS.** - WisDOT Aeronautics Pilot Education Seminar "Current vs. Proficient" at Western Shore Aviation 7pm.
- 11-13 ALEXANDRIA, MINN.** - Minnesota Airports Symposium at the Arrowwood Resort & Convention Center on Lake Darling. 1-800-657-3922.
- 14\* MANITOWOC, WIS.** - WisDOT Aeronautics Pilot Education Seminar "Current vs. Proficient" at Lakeshore Aviation 9am.
- 15\* DUBUQUE, IOWA** - Breakfast 8am-Noon. 563-589-3277.
- 17-23 LAKELAND, FLA.** - Sun 'n Fun Fly-In, Lakeland Linder Regional Airport. "Living the Dream!" 863-844-2431 www.sun-n-fun.org
- 21\* CRYSTAL (MIC), MINN.** - Club Cherokee Open House 11am-4pm. 763-536-5991 www.clubcherokee.com
- 21\* WAUKESHA, WIS.** - 2007 Wisconsin CAF Wing Banquet. More information contact Carol at 262-375-0248.
- 24\* MOSINEE, WIS.** - WisDOT Aeronautics Pilot Education Seminar "Current vs. Proficient" at Central Wisconsin Aviation 7pm.
- 25\* LA CROSSE, WIS.** - WisDOT Aeronautics

Pilot Education Seminar "Current vs. Proficient" at Colgan Air 7pm.

- 26\* EAU CLAIRE, WIS.** - WisDOT Aeronautics Pilot Education Seminar "Current vs. Proficient" at Heartland Aviation 7pm.
- 28\* DULUTH (DYT), MINN.** - LSC Student's Wheel & Float Plane Fly-in at Sky Harbor Airport. Buffalo burgers & Beans 9am-?? 1-800-432-2884 ext. 4880 j.salinas@lsc.edu
- 28-5/6 BAHAMAS.** - Bahamas Fly-Out. Flyout@Nistler.com or 847-823-6713
- 30-5/2 STEVENS POINT, WIS.** - 52nd Annual Wisconsin Aviation Conference at the new Holiday Inn Hotel & Convention Center. www.wiama.org

## MAY 2007

- 4/30-2 STEVENS POINT, WIS.** - 52nd Annual Wisconsin Aviation Conference at the new Holiday Inn & Conference Center. www.wiama.org
- 4-6 EAST GULL LAKE, MINN.** - Minnesota Seaplane Pilot's Safety Seminar at Cragun's Resort. Seaplanes land at East Gull Lake, others at 9Y2. www.mnseaplanes.org
- 5\* PELLA, IOWA** - Breakfast 7-10am. Shuttle available to Tulip Festival. 641-628-9393. www.pellatuliptime.com
- 5-6 OFFUTT AFB, NEB.** - U.S. Navy Blue Angels Performing.
- 8\* TOMAHAWK, WIS.** - WisDOT Aeronautics Pilot Education Seminar "Current vs. Proficient" at Northern Skies Unlimited 7pm.
- 12 BLOOMINGTON, MINN.** - 18th Annual Minnesota Aviation Hall of Fame Induction Banquet at Ramada, Mall of America/Thunderbird Convention Center. Social Hour 5pm. Banquet 6:30pm. \$38 per person payable to MAHOF. Send reservation to Peter Gavin, 6905 12<sup>th</sup> Avenue South, Richfield, MN 55423 by March 15<sup>th</sup>.
- 12\* FREMONT (3FM), MICH.** - Blessing of the Planes 8am-Noon. 231-924-7080. avcraftltd.com
- 12\* STURGEON BAY (SUE), WIS.** - Pancake & Porkie Breakfast at Door County Cherryland Airport 8-10:30am. 920-743-6082. catchbigfish@itol.com
- 12\* MANITOWOC (MTW), WIS.** - Eggs, Pancake, & Porkies. 7am-Noon. 920-553-1207.
- 15\* CHESANING, MICH.** - Aviation Education Day at Howard Nixon Memorial Airport 7:45am-2pm. 989-295-6992.
- 15\* ASHLAND, WIS.** - WisDOT Aeronautics Pilot Education Seminar "Current vs. Proficient" at Airport Terminal 7pm.
- 18-20 LA CROSSE (LSE), WIS.** - Deke Slayton Airfest. U.S. Navy Blue Angels performing plus other performers. Dance -18<sup>th</sup>. www.airfest.com. 608-779-9994.
- 19\* OSCEOLA, WIS.** - WisDOT Aeronautics Pilot Education Seminar "Current vs. Proficient" at Custom Fire Apparatus Hangar 7pm.
- 19\* SPARTA (CMY), WIS.** - Lumberjack

Breakfast 7am-Noon. Shuttle available to Ft. McCoy Armed Forces Day activities. 608-269-6511. dpw@ci.sparta.wi.us

- 19 DECATUR, ILL.** - Pancake Breakfast 7-11am. 217-795-2393. www.decaturreaa.com
- 19\* ALEXANDRIA, MINN.** - Armed Forces/Airport Days Fly-In. Dad's Belgian Waffles 8am-1pm. Jerry 320-762-1333.
- 19\* BELOIT (44C), WIS.** - Pancake Breakfast 7:30am-Noon. kenbrooks@charter.net
- 19\* MOSINEE (CWA), WIS.** - Central Wisconsin Aviation Open House & Fly-In at Central Wisconsin Airport. Pancake Breakfast 9am-Noon. Static Display. 715-693-6111. jenny@cwa-fbo.com
- 19-20\* BLAINE, MINN.** - Blaine Aviation Weekend at Anoka County Airport 7am-4pm. Pancake Breakfast. Hangar Dance on the 20<sup>th</sup> 8pm. 651-653-2063 www.discoveraviationdays.org
- 20\* BRODHEAD (C37), WIS.** - Pancake Breakfast 7am-Noon. www.eaa431.org 608-329-6652
- 20\* ROMEOVILLE (LOT), ILL.** - Breakfast 7am-Noon at Lewis University Airport. 630-243-8213.
- 20\* EAU CLAIRE (EAU), WIS.** - Pancake Breakfast 7-11am at Chippewa Valley Regional Airport. 715-723-6678.
- 20\* LONE ROCK (LNR), WIS.** - Pancake Breakfast 7am-Noon at Tri-County Airport 608-583-2600.
- 20\* CHEROKEE, IOWA** - Breakfast 7am-Noon. 712-225-2810.
- 22-23\* WHEELING, ILL.** - Illinois Aviation Conference at the Westin Chicago North Shore Hotel. Contact Michael Lane at 217-528-5230 for more info.
- 27\* LAKE CITY (Y91), MICH.** - Pancake Breakfast 7-11am. Rain or Shine. 248-524-2355 / 231-839-3307.
- 27\* PORTAGE (C47), WIS.** - Pancake & Egg Breakfast. 608-742-3300.
- 31-6/2\* JACKSON (JXN), MICH.** - Jackson Blues Festival on the airport's front lawn. 1<sup>st</sup> 6-11pm. 2<sup>nd</sup> 12pm-12am. 517-788-4225. kmaurer@co.jackson.mi.us

## JUNE 2007

- 1-2\* JACKSON (JXN), MICH.** - Jackson Blue Festival on the airport's front lawn. 1<sup>st</sup> 6-11pm. 2<sup>nd</sup> 12pm-12am. 517-788-4225. kmaurer@co.jackson.mi.us
- 1-3\* ROCKFORD, ILL.** - Rockford Airfest featuring the Blue Angels. 815-969-4000. www.flyrfd.com
- 2 FREDERICK, MD.** - AOPA Fly-In 800-872-2672. (aopa.org)
- 2\* STEVENS POINT (STE), WIS.** - Fly-In & Cook Out 11am-2pm. Static Display, Radio Controlled & More. (Rain Date 3rd) 715-341-8353.
- 2-3 DAVENPORT, IOWA** - U.S. Air Force Thunderbirds performing at the Quad City Air Show. www.quadcityairshow.com 563-285-7469.



<p><b>2-3 MANITOWOC (MTW), Wis.</b> - 15<sup>th</sup> Anniversary Thunder on the Lakeshore Air Show starts at 1pm &amp; Fly-In Pancake Breakfast (FREE breakfast for PIC both days!). 920-482-1650. <a href="http://www.manitowocairshow.com">www.manitowocairshow.com</a></p> <p><b>2-3* SPRINGFIELD (W23), ILL.</b> - Pancake &amp; Sausage Breakfast 7am-Noon at Capital Airport. <a href="http://www.WellsScholarship.com">www.WellsScholarship.com</a></p> <p><b>3 AUDUBON, IOWA</b> - Breakfast 6:30-10:30am. 712-563-3780.</p> <p><b>3 REEDSBURG (C35), Wis.</b> - Pancake Breakfast 7am-Noon. 608-524-6888.</p> <p><b>3* WILD ROSE (W23), Wis.</b> - Breakfast 8am. Pig Roast 11:30am at Idlewild Airport. Many Activities. 715-258-2037.</p> <p><b>3* JUNEAU (UNU), Wis.</b> - Open House &amp; Fly-In Pancake Breakfast 8am-Noon at Dodge County Airport. 920-296-0645</p> <p><b>9* POPLAR GROVE, ILL.</b> - Army Wings &amp; Wheels Air Show. "Gathering of WW II Vintage Liaison Aircraft &amp; Military Vehicles" 815-964-8610. <a href="http://www.armywingsandwheels.com">www.armywingsandwheels.com</a></p> <p><b>9* CLEAR LAKE (8Y6), MINN.</b> - Bean &amp; Brat Fly-In 10am-2pm. (Rain Date 10th) <a href="http://www.airnav.com/airport/8Y6">www.airnav.com/airport/8Y6</a>. 320-229-8563. Spot Landing Contest.</p> <p><b>9* STURGEON BAY (SUE), Wis.</b> - Breakfast at Door County Cherryland Airport 8am-Noon. 920-743-6082. <a href="mailto:catchbigfish@itol.com">catchbigfish@itol.com</a></p> <p><b>10* MONTEVIDEO, MINN.</b> - Breakfast 8am-1pm. 320-269-4829.</p> <p><b>10* WATERTOWN (RYV), Wis.</b> - Open House &amp; Pancake Breakfast 7:30-11:30am. Static Display. 920-261-4567.</p> <p><b>10* REDWOOD FALLS, MINN.</b> - Breakfast sponsored by Rotary International. Free transportation to Minnesota Inventor's Congress. See over 100 inventions: 507-430-1818.</p> <p><b>10* RED OAK, IOWA</b> - Breakfast 7-11am. 712-623-6523.</p> <p><b>16-17 FARGO, N.D.</b> - U.S. Navy Blue Angels performing.</p> <p><b>16* BOYCEVILLE (3T3), Wis.</b> - Aviation Day Pancake Breakfast 7-11am &amp; Bratwurst Lunch. 715-235-0972.</p> <p><b>16* CASSVILLE (C74), Wis.</b> - Breakfast 7-11:30am. 608-725-2362.</p> <p><b>17* CAMBRIDGE (CBG), MINN.</b> - Breakfast 7:30am-12:30pm.</p> <p><b>17* MINERAL POINT (MRJ), Wis.</b> - Father's Day Pancake, Sausage, Eggs, Hash Brown Casserole &amp; More Breakfast 7am-1pm. 608-987-9931.</p> <p><b>17* EAGLE RIVER (EGV), Wis.</b> - Eagle River Union Airport Fly-In Pancake Breakfast &amp; Brat Lunch 7am-3pm. Static Displays. 715-479-7442.</p> <p><b>17* PALMYRA (88C), Wis.</b> - Father's Day Pancake, Ham, Eggs Breakfast &amp; Radishes 7am-Noon. 414-732-8456.</p> <p><b>17* RUSH CITY (ROS), MINN.</b> - Pancake Breakfast 8am-Noon. Static Displays &amp; Classic Car Show. 320-358-4743.</p> <p><b>17* ROCK RAPIDS, IOWA</b> - Breakfast 7-9:30am in connection with Heritage Days.</p>	<p>712-472-3311.</p> <p><b>17* MAQUOKETA, IOWA</b> - Father's Day Breakfast 7am-1pm. 563-652-6517.</p> <p><b>18-24 LE BOURGET, PARIS.</b> - Paris Air Show</p> <p><b>21-24* NEW LONDON, Wis.</b> - Powered Parachute Fly-In 7-9am at Mark's Park &amp; Airfield. 920-982-0981. <a href="mailto:markz@athenet.com">markz@athenet.com</a></p> <p><b>23 ALEXANDRIA, MINN.</b> - Airshow featuring Greg Poe's Edge 540 plus others. Jerry 320-762-1333.</p> <p><b>23 PRAIRIE DU SAC, Wis.</b> - Sauk Prairie Airport Fly-In 10am-7pm. 608-577-3754.</p> <p><b>23-24* WALWORTH, Wis.</b> - Bigfoot Airfield. Annual fly-in breakfast. Breakfast is all you can eat pancakes, eggs, sausage, etc. served from 7:00 am to 12:00 noon. Various vendors will attend. For additional information contact Eric Sandberg at 262-215-4380 or <a href="mailto:esandberg@yahoo.com">esandberg@yahoo.com</a>.</p> <p><b>23-24* NEW RICHMOND (RNH), Wis.</b> - Airshow 2pm. Check Airport NOTAMS. <a href="mailto:pla757@frontiernet.net">pla757@frontiernet.net</a></p> <p><b>24* AITKIN (AIT), MINN.</b> - Fly-In/Classic Car Show. Wild Rice Pancake Breakfast &amp; Brat/Burger Lunch. 218-927-4104. <a href="mailto:miknjake@aitkin.com">miknjake@aitkin.com</a>. <a href="http://www.aitkinaviation.com">www.aitkinaviation.com</a></p> <p><b>24* ST. CLOUD, MINN.</b> - Granite City Festival; Fly-In; Displays; Pancake Breakfast 8am-1pm. 320-255-7292.</p> <p><b>24* RIO (94C), Wis.</b> - Pancake Breakfast 7am-Noon. Static Displays. 847-736-4603. After the 18<sup>th</sup> call 920-992-3038.</p> <p><b>24* CALEDONIA, MINN.</b> - Breakfast. 507-450-2095.</p> <p><b>30 KALKASKA, MICH.</b> - Pancake &amp; Eggs Breakfast 7-11am Coast Guard Helo; National Guard Display. 231-258-9191.</p> <p><b>30* DES MOINES, IOWA</b> - Fly Iowa 2007 &amp; Open House 9am-5pm. <a href="http://www.flyiowa.org">www.flyiowa.org</a> <a href="http://www.dsmairport.com">www.dsmairport.com</a> 515-256-5093.</p> <p><b>30-7/1 BATTLE CREEK, MICH.</b> - U.S. Navy Blue Angels performing.</p> <p><b>30-7/1* BARABOO (DLL), Wis.</b> - Airshow, Hot Air Balloons, Classic Car Show &amp; More. 608-356-2270.</p> <p><b>JULY 2007</b></p> <p><b>1 BATTLE CREEK, MICH.</b> - U.S. Navy Blue Angels performing.</p> <p><b>1* BARABOO (DLL), Wis.</b> - Airshow, Hot Air Balloons, Classic Car Show &amp; More. 608-356-2270.</p> <p><b>1* TIPTON, IOWA</b> - Fly-In &amp; Open House 9am-3pm. <a href="http://www.tiptoniowa.us">www.tiptoniowa.us</a> 563-212-3308.</p> <p><b>4 EVANSVILLE, IND.</b> - Canadian Forces Snowbirds performing.</p> <p><b>4 MATTOON (MTO), ILL.</b> - Airshow 07 at Coles County Memorial Airport. 217-234-7120. <a href="http://www.colescountyairport.com">www.colescountyairport.com</a></p> <p><b>5-8* MADISON, Wis.</b> - EAA Ford Tri-Motor at Wisconsin Aviation. 608-268-5000. <a href="http://www.wisconsinaviation.com">www.wisconsinaviation.com</a></p> <p><b>6-7* CAPE GIRARDEAU, MO.</b> - 2007 Cape Girardeau Regional Air Festival "Heroes &amp; Legends." 573-334-6230. <a href="http://www.capeairfestival.com">www.capeairfestival.com</a></p> <p><b>7 PHILLIPS, Wis</b> - Price County Airport &amp;</p>	<p>Phillips Area Chamber Float or Fly-In on Long Lake. All-you-can-eat Breakfast at Harbor View 8-11am.; Aerobatic Performances, Plane Rides and Planes/Seaplanes on Display; Event is all day; Admission is Free. 715-339-3701 / 2626. <a href="http://www.pricecountywi.net">www.pricecountywi.net</a></p> <p><b>7* SUPERIOR, Wis.</b> - Pancake Breakfast at Superior Bong Airport 8-11am. 218-729-7764. <a href="http://www.EAA272.org">www.EAA272.org</a></p> <p><b>7-8 YPSILANTI, MICH.</b> - U.S. Navy Blue Angels performing.</p> <p><b>7-8* BELLEVILLE (YIP), MICH.</b> - Thunder Over Michigan at the Willow Run Airport 9am-5pm. Warbird Air Show also featuring the U.S. Navy Blue Angels. 734-483-4030. <a href="http://www.yankeearmuseum.org/airshow">www.yankeearmuseum.org/airshow</a></p> <p><b>7-8* CAPE GIRARDEAU, MO.</b> - Air Show</p> <p><b>8* MIDDLETON (C29), Wis.</b> - Pancake Breakfast at Morey Airport 7:30am-Noon. 608-836-1711.</p> <p><b>8-9* JACKSON (JXN), MICH.</b> - "Henry Haigh" Aerobatics Competition 8am-5pm. 517-788-4225.</p> <p><b>13-14* MATTOON, ILL.</b> - Annual Wings Weekend at Coles County Airport. 217-524-5269</p> <p><b>14* CHESANING, MICH.</b> - Ultralight and Light Sport Airplane Fly-In at the Howard Nixon Memorial Airport. 989-288-3090.</p> <p><b>14-15 McCONNELL AFB, KAN.</b> - U.S. Navy Blue Angels performing.</p> <p><b>15* GRANTSBURG, Wis.</b> - Wild Rice Pancake Breakfast 7am-Noon. 715-653-2619.</p> <p><b>15-20* WICHITA, KAN. TO STEVENS POINT, Wis.</b> - National Cross Country Air Races (Speed Racing). <a href="http://www.us-airrace.org">www.us-airrace.org</a></p> <p><b>19-21* KEOKUK, IOWA</b> - ILPA - IBDA. L-Birds Fly-In. Formation school, many activities. All Warbirds are welcome. Contact Irv Lindner: 319-524-6378 / 6203.</p> <p><b>23-29 OSHKOSH, Wis.</b> - EAA AirVenture. <a href="http://www.airventure.org">www.airventure.org</a></p> <p><b>28-29 DAYTON, OHIO</b> - U.S. Air Force Thunderbirds performing.</p> <p><b>AUGUST 2007</b></p> <p><b>4* EAGLE RIVER (EGV), Wis.</b> - Joe Bucher Blues Fest &amp; Fly-In. 715-479-7442.</p> <p><b>4* ESCANABA (ESC), MICH.</b> - Pig Roast at the Delta County Airport in conjunction with the "Art in the Park." 906-786-4902.</p> <p><b>5 CHETEK (Y23), Wis.</b> - BBQ Fly-In, Antique Cars &amp; Planes at Southworth Municipal Airport 10:30am-? 715-924-4501 / 456-8415.</p> <p><b>5* LONGVILLE, MINN.</b> - Pancake Breakfast 8am-Noon. 218-363-3267.</p> <p><b>5* CARO, MICH.</b> - Fly-In 11am-3:30pm at the Tuscola County Airport. 989-551-1641.</p> <p><b>11 RICE LAKE, Wis.</b> - Pancake Breakfast 7-10am &amp; Lunch 10am-1pm &amp; Aerobatic Flying 11-11:30am. 715-458-4401. <a href="http://www.ricelakeairport.com">www.ricelakeairport.com</a></p> <p><b>11* FREMONT, MICH.</b> - Dawn Patrol Pancake Breakfast 7-11am. 231-924-7080. <a href="http://avcraftltd.com">avcraftltd.com</a></p> <p><b>11* OSCODA (OSC), MICH.</b> - Yankee Air Museum Annual Hangar Dance 7pm. 989-362-5740.</p>
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# From North Spirit To Miminiska... Midwest Flyer Canadian Fishing Fly-Out



David Weiman



David Weiman



David Weiman



Daniel H. Gallistel



David Weiman



Daniel H. Gallistel



Daniel H. Gallistel



David Weiman

by Dave Weiman

Identifying Canadian fishing lodges that either have their own airstrips, or those within close proximity to a government-owned airport, has been fun, but not easy. Bush pilots and the managers of fixed base

operations have been our best source of information, but while many fishing lodges operate seaplane bases, few have their own airstrips.

Among the lodges we have visited over the years have included Gunisao Lake Lodge and Knee Lake Resort in northern Manitoba, and North Shore

The Nelson family owns North Spirit Lake Lodge (L/R): Zachery, Morgan, Bill, Val, Carol, Haley, and "Gunner," their black Lab and everyone's best friend.

Lodge and North Spirit Lake Lodge in northern Ontario – the most recent being North Spirit Lake Lodge in 2006.

Our trip to North Spirit Lake Lodge began by locating North Spirit Lake

Airport on a VFR navigation chart, drawing a line for our route of flight, and noting both airports and Flight Service Station and airport unicom frequencies along the way. North Spirit Lake is located on the "Big Trout Lake" VFR chart, but we also needed the "Winnipeg" chart to get there. We also picked up the "Thunder Bay" and "Flin Flon" adjoining charts in the event we needed to get creative navigating around weather. Fortunately, the weather cooperated.

Besides the information available on the charts and the Canadian Flight Supplement airport and flight directory, I put a call into Winnipeg Flight Service and reviewed my proposed flight plan with them well in advance of the trip, so I knew for sure which radio frequencies were the best to reach them throughout the flight. Depending on the distance between your takeoff and destination airports within Canada, it is a good idea to report your checkpoints with Winnipeg FSS along your route of flight.

In 2006, we opted to clear customs in Red Lake, Ontario, but prior to crossing the border on August 23, we landed in Minnesota at an airport near the Minnesota/Ontario border to eat our bag lunches, top off our tanks, file our flight plans into Canada, and notify Canadian Customs. Both Orr and Cook, Minnesota offer self-service fuel, and International Falls has full service.

We called Canadian Customs at 1-888-CAN-PASS, and gave them our ETA (2 hours minimum advance notice is required).

You are required to get a transponder code prior to crossing the border,

which you can get either from Flight Service or Minneapolis Center. This time we called Princeton Flight Service to file our flight plan, and also got our transponder code on the ground prior to departure, although we could have just as easily gotten the code with them once airborne, since we had to activate our flight plan in the air. Since we were able to pick up Minneapolis Center, we received flight following advisories as well.

You are required to continue squawking your assigned code until you are past the border, and then you squawk 1200 VFR. Flight altitudes are now the same in Canada as they are in the United States based on your direction of flight, but it hasn't always been that way.

After clearing customs in Red Lake, our group met up at the Balmer Motor Hotel ([www.balmermotorhotel.com](http://www.balmermotorhotel.com)) in Red Lake's twin city of Balmertown – a gold mining town. The gold mines are owned by Goldcorp, and are Canada's largest producing mines, producing over 11 million ounces of gold each year. There are tours available in the mines, which take visitors thousands of feet below the surface. For additional information, refer to [www.goldcorp.com](http://www.goldcorp.com).

Getting our group together the evening before our first day at the lodge allows participants to travel to Canada, clear customs, top off their tanks, and arrive at the lodge early the next day, avoiding possible delays due to weather. The Shell distributor was our host during our stay at Red Lake, and assisted with flight planning and transportation to the hotel.

North Spirit Lake Lodge is located a scant 96 nm (105 sm) north of Red Lake, and is only accessible by air. We were wheels up at 9:00 am with the faster planes in the lead, and the slowest planes in our group touching down by 10:00 am.

This was the first year we flew to a government-owned airport, rather than to a privately-owned airstrip, but North Spirit Lake Airport (CKQ3) is still remote, and a short boat ride across the bay from the lodge.

Lodge owner and pilot, Bill Nelson, and his teenage son, Zachery, who is aspiring to become a professional pilot, met us at the ramp to assist us with our gear. A Pilatus commuter arrived shortly before us with Bill's mother and former lodge owner, Carol Nelson, so we could not have timed our arrival any better. The rest of the Nelson family – Bill's wife, Val, daughters Haley and Morgan, and their black Labrador retriever, "Gunner," greeted us on the docks at the lodge.

The family atmosphere jelled well with members of our group, and the accommodations were superb with each aircraft party getting their own log cabin and wonderfully prepared meals in the main lodge. The boats and motors were in excellent shape, and the guides were very helpful and excellent cooks for our daily shore lunch.

Yes, the fishing was good, catching plenty of Walleye for daily shore lunches, and even some to take home, although we respected Canada's conservation practices regarding catch and release.

The lake water levels were low due to very little precipitation – prob-

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ably the lowest since the early 1980s when I first flew to Canada and many of the smaller lakes dried up and the larger lakes seem to change in shape, leaving a different looking topography than what appeared on the charts. Much of the area then was also blackened by forest fires, which did not help. Today, with GPS technology, navigating is certainly easier and provides a level of security we did not have before, especially flying in the Canadian wilderness.

On our return flight we cleared U.S. Customs at Ely, Minnesota, where we were greeted by U.S. Customs & Border Patrol Officer, Tom Klovstad, who arrived at the airport from the International Falls office.

Officer Klovstad was all business until we provided him with our passports (now required), our pilot certificates and aircraft documentation. Custom officers ask each occupant of the aircraft individually who they are, what their occupation is, and how long they have known the other occupants of the aircraft, to get a sense of the people re-entering or entering the U.S.

### **Miminiska Lodge, Ontario Site of 2007 Midwest Flyer Canadian Fishing Fly-Out**

Miminiska Lodge in northern Ontario, Canada, has been selected as the site for the "2007 Midwest Flyer Canadian Fishing Fly-Out," August 23-26, and you are cordially invited to join us for some fishing and flying fun, and pilot camaraderie! The lodge is located 196 nm north of Thunder Bay, Ontario, on Lake Miminiska, along the Albany River, and is only accessible by air!

This watershed, combining large open lakes with dozens of fast moving tributaries, is renowned for being among Canada's best fishing waters. The Albany's strong current and its rocky bottom give walleye ideal spawning conditions, and a never-ending flow of food allows these fish to attain trophy status in a short peri-

od of time. A healthy bait fish population has helped produce trophy northern pike over 50 inches in length, and the rapids of the Albany have become world famous for their brook trout fishery. If it's quantity you're after, it's possible to catch and release over 100 fish per day at Miminiska.

This fishing paradise is located well beyond the reach of any roads, which makes it the ultimate getaway for pilots. Miminiska Lodge has a 50 X 2400 ft. turf runway (Rwy 9/27). The coordinates for Miminiska Lodge are N51 36 16 W88 34 56 5°W (CPS5). Refer to the "Thunder Bay" Canadian VFR Navigation Chart and Canadian Flight Supplement for additional information.

We will fly to Thunder Bay, Ontario on Wednesday, August 22 and clear Canadian Customs, then on to Pickle Lake, Ontario (CYPL), located approximately 70 nm west of Lake Miminiska where we will meet up with the rest of our group at 5:00 pm and spend the night at the "Lakeview Manor" Bed & Breakfast. Pickle Lake has both 100LL and Jet fuel, and a 4921 X 100 ft. E/W asphalt runway. Transportation will be provided between the airport and Lakeview Manor by airport and Lakeview Manor personnel. We will fly the remaining 70 nm leg to Miminiska Lodge on Thursday, August 23, arriving at 10:00 am, allowing plenty of time to tie-down our aircraft and have lunch before spending the afternoon fishing. We will depart Miminiska Lodge following breakfast on Sunday, August 26, for the trip home.

Miminiska Lodge is an all-inclusive lodge, but is attractively priced at \$795.00 U.S. plus tax per person for three (3) full days and three (3) nights. The package rate includes meals, lodging and all of our trip requirements with the exception of a fishing license, which can be purchased at the lodge for \$23.00 U.S. Guides are available for an additional charge of \$120.00 per day, but are not necessary. The lodge provides depth finders, lake maps, and staff will note

where the best fishing spots are. If you have a portable GPS, bring it, and be sure to bring your own aircraft tie-downs. The cost to stay at the bed and breakfast at Pickle Lake on the 22nd is \$50.00 Canadian per person, and includes dinner, breakfast, and hot tub.

Phil Peterson of Oregon, Wisconsin, has flown his Piper Archer on the past three Midwest Flyer Canadian Fishing Fly-Outs with his son, Mark, also a pilot.

"Each trip is better than the last," says Peterson, "and you will not find a friendlier group of aviators to fish with."

Steve Liddle and his sister, Heather, will be our hosts at Miminiska Lodge. The company is called "Liddle's Fishing Adventures" and I encourage you to check out their website at [www.liddles.com](http://www.liddles.com).

I have also prepared a "trip planning guide" for this trip, which includes a lot of helpful information, like what to bring and what not to bring... where to top off before crossing the border... where to clear customs... how and where to file a flight plan... and recommended frequencies along the route of flight. It is our goal to make planning the trip easy and convenient, and this information helps to do just that.

For a complete packet of information, including a free brochure, DVD, and registration form, send me an email at [dave@midwestflyer.com](mailto:dave@midwestflyer.com), or give me a call at 608-835-7063.

If you are interested in going, but just can't find anyone to go with you, let me know; we generally have people interested in going who would be willing to share expenses.

Miminiska Lodge can accommodate up to 10 aircraft and only 30 people, so register early!

For additional information on flight planning and customs, or to confirm any information contained in this article, contact AOPA at 1-800-USA-AOPA, or the appropriate governmental agency.

**CONTINUED ON PAGE 56**

## CLASSIFIEDS

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**HANGARS FOR SALE** - Condo T-hangars for sale at Outagamie County Regional Airport (ATW). Sizes range from 3,100 ft. to 1,363 ft. All units are fully insulated, have concrete floors, floor drains, and gas and water lines. The 2 largest units have 58 ft. Schweiss doors with 18 foot tail clearance heights. Large units allow for installing an office with restroom. All other units have 44 foot Schweiss doors with 16 foot clearance. There are 4 units left for sale. Contact **Aircraft Storage Solutions, LLC** at **920-277-5343**.

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**CANADIAN FISHING FLY-OUT**, August 23-26, 2007. **Email dave@midwestflyer.com** or call **608-835-7063**.

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**1979 Cessna 310R** - Fresh (Nov.) extensive annual! Known  
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**1978 Cessna Conquest II** - Dash 10! 441-0022, 9635 TT,  
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**AOPA PROJECT PILOT FROM P. 29**

For each new student you mentor as part of Project Pilot during a calendar year, you earn two additional entries in AOPA's annual airplane giveaway sweepstakes. When your friend earns a pilot certificate, you'll also be awarded a very special limited-edition Project Pilot Mentor cap. Fellow pilots will know that you've met your obligation to help keep GA strong. □

**TUSKEGEE FROM PAGE 47**

the total pilot population in the U.S.,

according to 2002 census data. There were 1,925 black male pilots, or 1.5 percent.

Cole-Bridges graduated from Kansas State University on December 8, 2006, and is busy building time to land a commercial pilot's job ([www.tuskegeearmen.org](http://www.tuskegeearmen.org), [www.tuskegee.edu](http://www.tuskegee.edu), [www.k-state.edu](http://www.k-state.edu), [www.aaa.aero](http://www.aaa.aero)). □

**CANADIAN FISHING FROM PAGE 53**

**EDITOR'S NOTE:** The Midwest Flyer Canadian Fishing Fly-Out to Miminiska Lodge is a service of the lodge and its owners. Dave Weiman

is acting only as a fellow participant in the trip, and neither he nor *Midwest Flyer Magazine*, Flyer Publications, Inc., nor their staff and owners assume any liability for the participation of others in the trip or for the trip itself, and do not assume any responsibility for the reliance upon the information contained herein or elsewhere. Any information provided herein or elsewhere is based on the best information available at the time. It is the responsibility of each participant to verify all information prior to departure, especially navigational and customs information. □

**U.S. To Require Passports For Nearly All**

Nearly all air travelers entering the U.S. are now required to show passports beginning Jan. 23, including returning Americans and people from Canada and other nations in the Western

Hemisphere. The date was announced by Homeland Security Secretary Michael Chertoff.

The requirement marks a change for Americans, Canadians, Bermudians and some Mexicans.

Under a separate program, Homeland Security plans to require

all travelers, including Americans, entering the U.S. by land or sea to show a passport or an alternative security identification card starting as early as January 2008.

The Sept. 11 Commission said in its report, "For terrorists, travel documents are as important as weapons." □

## PRODUCTS

**The Ultimate Hunting/Survival Knife**

Whether you are an avid sportsman, or a pilot who wants a knife for surviving the Canadian wilderness, or other emergency purposes, consider purchasing the compact and versatile Leatherman k502x folding knife.

Leatherman®. For years, the name has meant preparedness. With the backing of expert engineering, people who carry genuine Leatherman tools are ready to take on most any task or emergency. Now Tim Leatherman's company is applying its unbeatable brand of versatility and innovation to folding knives, and the results are

stunning. These knives introduce new thinking—adding usefulness, saving space and providing excellent value.

Leatherman's patent-pending carabiner stays hidden until you need it, nesting with other components to save space. Then a simple thumb action is all that is required to hang your Leatherman knife on a backpack, rope or belt loop. Plus, it locks in place so attachment is easy. It is also designed to be a good bottle cap lifter. And since it easily rotates or slides out with one hand, you won't have to wait long to enjoy your reward for a day's work well done.

The k502x's traditional lock-back design and comfortable, durable handle materials, make working with the knife blade a breeze. And because the blade is made of premium 154 CM stainless steel, it will hold its cutting edge three times as effectively as typical stainless knives.

The k502x has a closed length of 4.5 inches, open length of 7.6 inches, blade length of 3.1 inches, weighs a hefty 7.2 oz, has a handle made of

glass-reinforced nylon with rubber inserts and stainless steel bolsters. The knife comes with a thick leather belt sheath, 3 double-ended screw bits, bit driver, removable pocket clip, carabiner clip, bottle and can openers, and retailing for \$100.00 (\$110.00 w/7-piece bit kit), the Leatherman is available at many high-level sporting good stores. For additional information or for a dealer near you, see <http://www.leatherman.com/>. □

**New Thermo-Lite Bivvy For Survival Equipment**

Already the leader in first aid products for outdoor enthusiasts, Adventure Medical Kits has brought its unique understanding and expertise of the outdoors to the survival gear category, with the additions of the Thermo-Lite® 2 Bivvy and Heatsheets® Emergency Bivvy.

AMK's best-selling survival item of the last half-decade has been dramatically improved to meet the ever-increasing needs of outdoor enthusi-



asts. Now 1.5 oz. lighter and 30% stronger than the material used in the original, this multi-functional bivvy sack is ideal as a light-weight replacement for a sleeping bag, when nighttime temperatures are 50° F or higher, and an excellent emergency survival bivvy for wintertime activities.

Featuring the stronger Thermo-Lite® 2 material on the bottom – needed to withstand rocky terrain and hard-packed snow conditions – this Bivvy can be easily repaired with duct tape should it ever sustain a tear. The 6.5 oz. Thermo-Lite® 2 Bivvy's unique thermo-regulated design retains 80%

body heat and can be opened at the top, bottom and side to allow moisture and heat to escape. Along with toilet paper, the Thermo-Lite® 2 Bivvy is the other item outdoor enthusiasts shouldn't forget to pack for their next trip. (MSRP\$33.00). [www.adventuremedicalkits.com](http://www.adventuremedicalkits.com) □

#### INDUSTRY NEWS

## J.A. Air Center Selected As Service Center For Diamond Aircraft



Diamond D-Jet

WEST CHICAGO, ILL. – J.A. Air Center has been selected by Diamond Aircraft as an Authorized Service Center for the full line of Diamond aircraft. J.A. will provide full-service aircraft care, including routine inspections, and scheduled and unscheduled airframe, engine, and avionics maintenance and repairs.

“For 30 years, J.A. Air Center has

been known in the industry for providing the highest level of customer support in the maintenance of general aviation aircraft and for more than 40 years as one of the premier avionics shops in North America,” said Gary Gaudreau, Manager of Customer Support for

Diamond Aircraft Industries. “We are very excited about having J.A. Air as part of our Diamond Authorized Service Center network. Their expertise in avionics and maintaining piston singles to jets will strengthen our presence in the Chicago area not only for our state-of-the-art piston singles and diesel powered Twin Star, but our soon to come D-JET as well.”

“Since 1981 Diamond has grown into an international company with over 500,000 sq. ft. of modern production facilities, over 800 employees, five distinct product lines, and company owned facilities on three continents,” said J.A. Air Center President, Brad Zeman. “Diamond Aircraft offers technological innovation through a complete range of modern aircraft, from an economical two-place, several four-seat singles, an award-winning diesel powered twin, and now bringing single-engine jet propulsion to private pilots with the D-JET. Diamond's aircraft are known for their outstanding performance, capability, safety and efficiency. We look forward to serving the needs of Diamond owners for many years to come.”

Established in 1965, J.A. Air Center has facilities in West Chicago and DeKalb, Illinois, and a new facility scheduled to open in 2008 in Aurora, Illinois ([www.jaair.com](http://www.jaair.com)). □

## Cessna To Deliver 72 New Skyhawks To China's Civil Aviation University

WICHITA, KAN. – Cessna Aircraft Company, a Textron Inc. company, announced in February it will deliver 72 new Cessna 172 Skyhawks this year to the Civil Aviation Flying University of China (CAFUC) in Hong Kong for use as primary pilot trainers. This sale follows delivery of 42 Skyhawks to CAFUC in 2006.

All 72 aircraft under current contract will have the Garmin G1000 “glass” avionics suite, representing the latest in training technology. The government-owned CAFUC is the

country's largest flight training center, accounting for about 90 percent of the pilots produced in China. The school also operates six Citation CJ1 jets.

“Like so many other flight schools around the world, the CAFUC is installing as its training foundation an aircraft that is easy to fly, reliable, and has a reputation for dependability,” said John Doman, Cessna vice president of propeller aircraft sales. “With the Skyhawk's excellent flying characteristics and the G1000's advanced functionality, the CAFUC is

getting one of the best primary flight trainers in the world.”

Cessna is the largest manufacturer of general aviation aircraft in the world, and delivered 1,239 single-engine piston, turboprop and turboprop aircraft in 2006, generating \$4.2 billion in sales. Of those deliveries, 865 were single-engine piston aircraft. Cessna customers in China can take advantage of company field service engineers in Shanghai, as well as two company authorized service centers in Anyang and Beijing ([www.cessna.com](http://www.cessna.com)). □

## **Statement of Availability/Request for Proposals**

In conformance with the approved Airport Layout Plan and to resolve obstructions to the primary surface and object free area for Runway 16/34 at the Chicago Executive Airport (PWK), formerly Palwaukee Municipal Airport, the airport is required to remove four existing T-Hangar buildings located in the southwest quadrant of the airport. Upon consultation with the Illinois Historic Preservation Agency and in conformance with Section 106 of the National Historic Preservation Act of 1996, the Airport Board is seeking proposals from airports, aviation museums or local units of government for the relocation of these hangars. It is the airport's intent to make these buildings available without a charge for the building; the proponent would be responsible for all relocation costs and will be required to provide required insurance, bonds, permits, etc. The airport would be responsible for restoration of the existing site after the buildings are removed. It is anticipated that the buildings would be available for relocation in May of 2008.



Aerial Photo - SW Quad T-Hangars

Interested parties shall submit the following:

- Proposed relocation site
- Relocation plan
- Timeline for relocation
- Intended Use for the Building
- Proponent's statement acknowledging that the buildings will be protected after relocation
- Capacity to complete the relocation as proposed



Typical Existing Hangar

Upon receipt and review by the Airport Board, the airport intends to enter into an agreement with the successful proponent. If multiple proposals are received, the Airport Board reserves the right to have proponents make a presentation to the Airport Board or review committee appointed by the board for purpose of making a selection.

Proposals should be sent by May 31, 2007 to:

Mr. Dennis G. Rouleau, CM  
Airport Manager  
Chicago Executive Airport (PWK)  
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