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**MAGAZINE**

**APRIL/MAY 2008**



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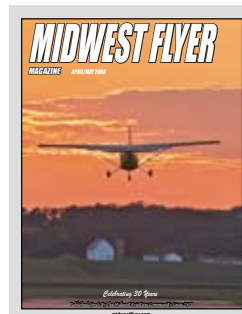
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## Our Can-Do Spirit In Aviation Takes Us To Great Heights!

by Dave Weiman

Iowa, Minnesota, Illinois and Wisconsin are holding their respective state aviation/airport conferences in April and May. While these conferences are generally geared to airport managers, commission members, and aviation professionals, every pilot and aircraft owner could benefit from attending. They usually draw 200-300 people, and their speakers are top-notch!



This year, for instance, AOPA President Phil Boyer will speak at the Minnesota Airports Conference, and EAA Founder Paul Poberezny will be featured at the Wisconsin Aviation Conference. As pilots, Phil and Paul will help communicate our needs, our dreams and our desires to airport officials statewide in the same way we should be communicating with our local airport officials and our communities.

In March, we had the opportunity to attend the Upper Midwest Aviation Symposium in Fargo, North Dakota. Again, excellent speakers, great camaraderie, and a “can-do” spirit by organizers, which is typical of people on the Great Plains. Especially take note in this issue, the presentations by Tim Fisher of Cessna on the new Cessna 162 SkyCatcher, and that of Dale Klapmeier of Cirrus on the Cirrus SRS. Speaking of a “can-do” spirit. We commend both companies and their employees for their ingenuity and determination. □

### LETTERS

Dear Dave:

I am a check airman for Skybus Airlines. We operate A319s out of Columbus, Ohio. We primarily fly in and out of smaller feeder airports, some of which have only part-time towers and some are uncontrolled. I read the article by Jeff Taylor on Airport Traffic Patterns (Dec07/Jan08 MFM)

and thought it would be an article our pilots would get some good information from with our operations at uncontrolled fields.

Thank you!

Captain Paul Sommerfeld  
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## Des Moines International Airport Host Airport For Iowa Aviation Conference

by Roy W. Criss

DES MOINES, IOWA – After celebrating its 75th Anniversary in fine fashion in 2007, Des Moines International Airport (DSM) is anticipating a busy 2008. Last year was the second best year in airport history with a final count of almost 992,000 enplanements and 1.9 million total passengers. 2008 started off with a jolt as DSM efficiently processed the Iowa Caucus exodus of media and political workers. January 4 saw a 50% increase in enplanements over a typical day. It will be a year of big events as the airport gears up for heavy traffic with events such as the NCAA Women's Basketball Regional Tournament; Principal Financial Group's sponsorship of its Senior PGA event; Iowa Speedway's featured national racing events; and A.A.U. Olympics being held in Des



(L/R TOP TO BOTTOM) Aerial view of Des Moines International Airport... Artist's rendering of the Elliott Aviation building, which is under construction... Aviation Director Craig S. Smith... Capitol Marketplace opened its new \$1 million store in the terminal concourse. (DSM Photos)

Moines. DSM is also the host airport for the Iowa Aviation Conference, which is held in West Des Moines each year. The dates for this year's conference are April 23-24 at the Sheraton West Des Moines Hotel.

The big news for general aviation at DSM is that Elliott Aviation is about to open a premier facility on site by late April or early May. The \$8 million project will also house three massive 16,000 sq. ft. hangars capable of housing any of the largest GA aircraft on the market today. With 25 based tenants already, this facility can be expanded in the future to grow the business even more.

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"Both DSM and Elliott Aviation are making a bold statement in regard to the lengths we are taking to provide a state-of-the-art general aviation facility to our joint customers." states Rick Michalski, Vice President of Technical Services and General Manager for Elliott's DSM operation. "With the initial impact of this building and its potential, I can see us possibly growing our business two-fold within a year." The new lease is a 40-year agreement.

The DSM concourse restaurant was recently expanded. The Capital City Brew Pub, a full-service restaurant doubled its original size to 6,200 sq. ft. and has a seating capacity of 180 people. The restaurant has a vast panoramic view of the airfield, a sports-bar feel with large screen TVs, and features a wide variety of microbrews from local breweries. They have recently partnered with local Summerset Winery to begin offering their signature wines. Of course it will still be serving Freidrichs coffee and have a "grab-n-go" counter for passengers in a hurry. The airport shared the cost of the \$2 million project with its food concessionaire Creative Host Services (now called SSP of America).

DSM also saw an expansion of the Paradies Gift Shop concourse store from 1,054 sq. ft. to a spacious 2,358 sq. ft. Capitol Marketplace opened its new \$1 million operation after splitting the project's cost with DSM. With significantly more space, it allowed the Paradies Shops to

increase their product selection of University of Iowa and Iowa State products and to include University of Northern Iowa and Drake University product lines. Additionally, Liz Claiborne accessories and purses, Isabel Bloom collectibles, and an expanded assortment of local gourmet foods such as Amana and Pella meats and cheeses, plus soybean and popcorn products, are made available to passengers anxious to bring home a piece of Iowa.

Lastly, DSM just announced the addition of non-stop commercial airline service to Los Angeles, California (LAX), which started February 13, and non-stop service to Cleveland, Ohio, which will initiate in June 2008. The United Airline service to LAX means that Central Iowans will now have non-stop choices to each of the top 10 destinations out of DSM. The Continental Airlines Cleveland run will also provide a wonderful alternative for connections to the East and South. The two announcements bring the DSM non-stop service total to 19 destinations.

So it's business as usual at DSM. The airport is anxiously anticipating a great year ahead in 2008. As enplanements have increased by 107,000 over the last few years, local passengers have been rewarded with the return of cancelled non-stop service and with new non-stop destinations. The only milestone to break is the allusive target of 1 million enplanements... will this be the year?

*CONTINUED ON PAGE 18*

EDITOR/PUBLISHER  
**Dave Weiman**

PRODUCTION DIRECTOR  
**Peggy Weiman**

PRODUCTION ASSISTANTS  
**Jenifer Weiman**  
**Stacy Wilk**

PHOTO JOURNALIST  
**Don Winkler**  
**Geoff Sobering**

CONTRIBUTING EDITORS

**Randy Arneson**  
**Dr. John Beasley**  
**Jim Bildilli**  
**Bill Blake**  
**Phil Boyer**  
**Jim LaMalfa**  
**George Larson**  
**Ed Leineweber**  
**Dan McDowell**  
**Myrna Mibus**

**Field Morey**  
**Allen Penticoff**  
**Judy Peterson**  
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**Geoff Sobering**  
**Jeffery Taylor**  
**Tom Thomas**  
**Gary Workman**  
**Karen Workman**

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Tom & Renee Watry

## Minneapolis-St. Paul

### Metropolitan Airports Commission To Host Minnesota Airports Conference



Pictured above is Minneapolis-St. Paul International Airport (MSP), and pictured to the right is St. Paul Downtown Airport (STP).

BLOOMINGTON, MINN. – The Metropolitan Airports Commission's (MAC) seven airports will serve as hosts of this year's Minnesota Airports Conference. MAC owns and operates one of the nation's largest airport systems, including Minneapolis-St. Paul International Airport and six reliever airports.

Created by the Minnesota Legislature in 1943,

MAC provides a regional approach to aviation in the Minneapolis-St. Paul metropolitan area. Specifically, MAC's mission is to provide and promote safe, convenient, environmentally sound, cost-competitive aviation services.

A major hub for Northwest Airlines, Minneapolis-St. Paul International Airport (MSP) ranks as the twelfth busiest airport in the United States. MAC general aviation

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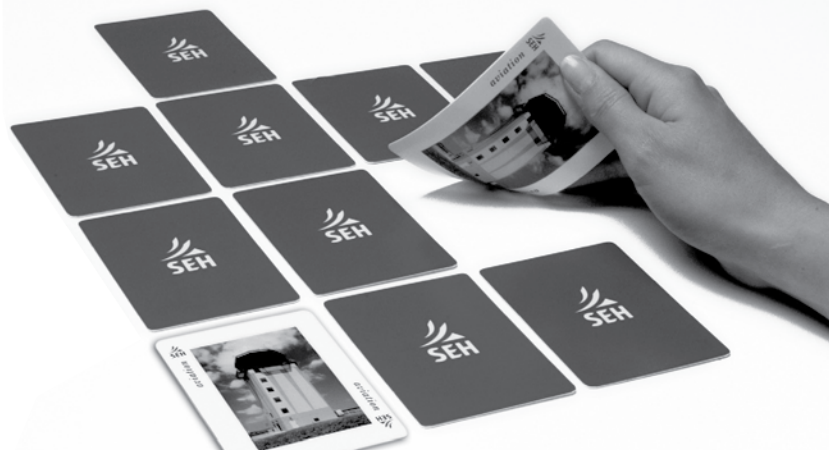
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## **MAC CONTINUED**

airports are designated by the Federal Aviation Administration (FAA) as “reliever” airports because of their role in relieving congestion at MSP. Of the MAC’s six reliever airports, three (Anoka County-Blaine, Flying Cloud and St. Paul Downtown) act as primary reliever airports for MSP and are designed to accommodate corporate aviation needs. The other three airports (Airlake, Crystal and Lake Elmo) largely serve smaller piston aircraft, used for business, flight training and recreation.

MAC policies and budgets are established by a 15-member board. The chairman and 12 commissioners are appointed by Minnesota’s governor, and the mayors of Minneapolis and St. Paul each appoint one commissioner. Commission activities are managed by its executive director, Jeff Hamiel.

### **Minneapolis-St. Paul International Airport**

Established on the site of an old auto raceway, Minneapolis-St. Paul International Airport serves more than 35 million passengers a year. Of those, 52 percent originate in or are destined for the Twin Cities area. The other 48 percent of travelers are connecting through MSP, driven largely by Northwest Airlines’ hub activities.

Nearly every major commercial air carrier serves MSP, including four Minnesota airlines: Northwest, Mesaba (now wholly owned by Northwest), Sun Country and Champion.

From MSP, travelers enjoy direct service to more than 120 domestic and 20 international markets. Travelers from the Twin Cities have direct access to more destinations per capita than travelers in nearly any other U.S. metropolitan area.

The airport has come a long way since its first hangar was constructed in 1920 and purchased six years later by the newly founded Northwest Airways. Following airline

deregulation in 1978, fares fell and the hub-and-spoke system emerged. MSP saw rapid growth in air service.

In 1986, Northwest Orient acquired Republic Airlines, roughly doubling Northwest’s presence at MSP. With air service growth exceeding projections, the airport needed more gates and airfield capacity. Minnesota’s Legislature directed MAC to begin a dual track planning process that would allow MSP either to be expanded at its current site or replaced by a new airport developed on the outskirts of the metropolitan area.

In 1996, the legislature made its decision: expand the existing airport. The result was a \$3 billion expansion program, MSP 2010: Building a Better Airport.

In the decade that followed, virtually every aspect of the facility was transformed. Key improvements included:

- A new, 10-gate Humphrey Terminal and expanded Lindbergh Terminal.
- Development of a fourth, 8,000-foot runway, expanding airfield capacity by about 25 percent.
- New roadways, parking facilities and automated trams.
- Easier connectivity with the surrounding community through development of light rail and new transit and auto rental facilities.
- Creation of an award-winning food and retail program, with greater emphasis on Minnesota brands.
- An expanded cargo complex.
- New de-icing and storm-water retention facilities.

Plans for further expansion through a phased 2020 development program were put on hold as Northwest Airlines prepared to file bankruptcy in 2005. As demand warrants, however, MAC has a number of future development options, including expanding the Humphrey Terminal to up to 29 gates and adding a new concourse to the Lindbergh Terminal.

A 2005 study by John Martin Associates estimates that MSP generates nearly \$11 billion a year in

economic activity and \$600 million in state and local taxes. The airport helps create and sustain roughly 150,000 jobs, including 28,000 which are directly tied to airport operations.

Steve Wareham is the airport’s director of operations.

### **The Reliever System**

In 2007, MAC’s six reliever airports together accommodated nearly 579,000 aircraft operations, 28 percent more than the 453,000 operations that occurred at Minneapolis-St. Paul International Airport. Reliever facilities help reduce general aviation traffic at MSP, lessening airfield congestion and related flight delays.

A study conducted by Wilder Research in 2005 estimates that MAC’s reliever airports system supports more than 2,250 full-time jobs and generates nearly \$255 million in annual economic activity.

MAC is in the midst of updating long-term comprehensive plans for each of its reliever airports. Updates have been completed on Airlake and Lake Elmo Airports and are underway for Crystal Airport.

Gary Schmidt serves as MAC’s director of reliever airports.

### **Airlake Airport**

Airlake Airport is located in the southern suburbs of the Twin Cities, near the communities of Lakeville and Farmington. The airport primarily serves private and recreational pilots and features a single 4,098-foot runway. Airlake is equipped with an instrument landing system suited for flight training. On-site businesses include Airlake Flyteline Services and Aircraft Resource Center.

MAC estimates more than 41,000 aircraft operations occurred at Airlake Airport last year. The airport is estimated to support 30 jobs and provides nearly \$3.4 million in annual economic activity.

**CONTINUED ON PAGE 19**

## South St. Paul Municipal Airport Welcomes Minnesota Airports Conference Attendees

SOUTH ST. PAUL, MINN. – South St. Paul Municipal Airport, Richard E. Fleming Field (SGS), its manager Glenn Burke, and its tenants, welcome all attendees of the 2008 Minnesota Airports Conference, April 23-25, to the Twin Cities. Fleming Field is the closest general aviation airport to the conference site, the Ramada Mall of America, Bloomington, Minnesota.

Fleming Field is owned and operated by the City of South St Paul. Starting off as the "Hook-em-Cow Flying Club" on September 29, 1940, the airport had three sod runways surrounded by farmland. Two hangars were built in the first year.

In December 1941, the Navy purchased the airport and constructed two 1500 ft. landing circles and seven bowstring hangars. Navy pilots flew

the Stearman N2S. The airport was given to the city as excess property in 1947. Fleming Field is currently home to 240 aircraft, and there are 55,000 annual operations.

A new hangar area was recently built with 46 hangar lots. On February 15, the city broke ground for a new 22,000 square foot hangar/manufacturing facility for Ballistic Recovery Systems – the company manufacturing parachutes for aircraft.

Airport businesses employ 310 full and part-time employees. Fleming Field is the home to the following businesses and organizations: Southern Minnesota Wing of the Commemorative Air Force ([www.cafsmw.org](http://www.cafsmw.org)), Minnesota Wing Civil Air Patrol ([www.mncap.org](http://www.mncap.org)), Wipaire Inc. ([www.wipaire.com](http://www.wipaire.com)), Lake & Air

Pilot Shop ([www.lakeandair.com](http://www.lakeandair.com)), Ballistic Recovery Systems ([www.brsparachutes.com](http://www.brsparachutes.com)), Exclusive Aviation ([www.exclusiveaviation.com](http://www.exclusiveaviation.com)), Lysdale Flying Service, Spectrum Air Services (<http://spectrumairservices.com>), Alpha Aviation ([www.alpha-aviation.com](http://www.alpha-aviation.com)), Sierra Hotel Aero ([www.sierrahotelaero.com](http://www.sierrahotelaero.com)), Cadotte Aerospace Training, Twin Brothers Aviation, Phillson Aviation, Erickson Aviation, Abtec Helicopters, Prescott Flying Club, EAA Chapters 1229 and 1164, and the Fleming Field Aviation Association.

Fleming Field is located 5 miles from the conference site, adjacent to Highway 494. The airport features a 4001 X 100 ft. hard surface runway (16/34), 100LL and Jet A self-service fuel, and car rental and taxi service: Enterprise 651-457-7000, Hertz Car Rental 651-457-2788, and Suburban Taxi 651-222-2222.

*CONTINUED ON PAGE 21*

### South St. Paul Municipal Airport *Richard E. Fleming Field (SGS)*

*Welcomes the*  
**Minnesota Airports Conference**  
To The Twin Cities

**April 23-25, 2008**

Ramada Mall of America  
Bloomington, Minnesota  
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### South St. Paul Municipal Airport *Richard E. Fleming Field (SGS)*

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- Suburban Taxi 651-222-2222



## University of Illinois-Willard Airport & Urbana-Frasca Field Host Airports For Illinois Aviation Conference & Illinois Aviation Hall of Fame



Stephen J. Wanzek  
Manager, Willard Airport

CHAMPAIGN-URBANA, ILL. – Both Urbana-Frasca Field and the University of Illinois – Willard Airport (CMI) are the host airports for the Illinois Aviation Conference to be held May 20-21 at the Hilton Garden Inn in Champaign/Urbana, Illinois. As host airports, airport management and the fixed base operator will greet conference attendees and guests who fly in for the conference, and ensure that all of their needs are met during their stay, including ground transportation, fuel, and flight planning.

### ***Frasca International & Urbana-Frasca Field***

Urbana-Frasca Field (C16) is a privately owned airport, and Frasca International is an international manufacturer of flight simulators. The



New terminal building at Willard Airport,  
Champaign-Urbana, Illinois.

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& Illinois Aviation Hall of Fame  
May 20-21, 2008  
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airport manager is Tom Frasca, son of Frasca International founder, Rudy Frasca.

Urbana-Frasca Field features a 4,000 X 57 ft. paved runway, and a 2,853 X 140 ft. grass runway. Both 100LL and Jet A are available. The Frasca family has a private aircraft museum located on the airport, and visitors are welcome by appointment. Urbana-Frasca Field is hosting the reception dinner on May 20 and will open up the museum for tours. For additional information refer to [www.frasca.com](http://www.frasca.com), or call 217-367-8441.

### **University of Illinois - Willard Airport**

Willard Airport's passenger terminal opened in 1989. There are five gates: three with boarding bridges and two walkout gates. There are four airline counters and a shared departure lounge and baggage claim area. Four car rental agencies are located right in the terminal with close-in parking for 120 rental cars. Another 400 overflow spaces are in a remote location. The terminal parking lot has over 500 spaces. The terminal has space for a single restaurant, a gift shop, an information booth, and a ground transportation booth.

Other airport facilities include a fire station; snow equipment storage building; sand storage building; and maintenance area that includes carpentry, welding, and vehicle maintenance shops. The airport also owns and maintains two fuel farms. The north fuel farm is for the university's flying program and holds 15,000 gals of 100LL. The main fuel farm holds 15,000 gallons of 100LL, 50,000 gallons of Jet A, 4,000 gallons of unleaded motor fuel, and another 4,000 gallons of diesel fuel. Both farms have a 10,000-gallon skim oil tank.

The FAA operates an airport-owned air traffic control tower. The agency also maintains on-field facilities including a new ASR-11 radar, a VOR, an ILS, communication radios, and a variety of lights.

The airport owns 33 T-hangars

and is building an additional 10-plane T-hangar. In addition, the airport owns nine corporate-sized hangars rented to the fixed base operator, the university's Institute of Aviation, and a private corporation. There are also 8 Quonset huts leased to the institute, the university's Police Training Institute, and a private firm.

Most airport services are provided by the fixed base operation, Flightstar Corporation. Flightstar handles all of the aircraft refueling on the field, including commercial, corporate, and general aviation aircraft as well as the institute's 34 training aircraft. Flightstar also provides maintenance service (including avionics) at all levels from GA aircraft to American Eagle regional jets. (Five E-145s overnight at CMI seven days a week for time-compliance maintenance.) Flightstar also owns, operates, maintains, and charts a variety of corporate aircraft (including King Airls, Learjets, and Globals). Both Flightstar and the airport provide aircraft storage.

### **Airport Development Projects**

Willard Airport just completed several construction projects and has several others underway or planned. The airport recently completed projects to rehabilitate and overlay the entrance drive and terminal parking lots, terminal ramp, and parallel taxiways to Runway 14L/32R. Completed also is a project to turn a portion of an old parking lot into ramp space for the institute. The airport also installed two lighted windsocks at the ends of the primary runway and repainted the threshold markings to meet the new marking criteria.

Projects underway include adding a new 10-plane T-hangar, which involves two projects: a federal project to add the taxiways, and an airport project to erect the T-hangar. The airport is also in the process of adding a storage facility for sand and salt: a federal project provided the foundation and utility work, and an airport project moved a small

corporate-sized hangar onto the slab. They also have a project designed that will rehabilitate the concrete between the terminal building and the departure lounge, as well as the connecting taxiways between the terminal ramp and the movement area.

Flightstar is building a new hangar that they will lease for 30-plus years. It, along with a similar hangar completed two years ago, will house a variety of new aircraft already purchased by the company's owners. The new hangar was started last fall and is scheduled to be completed by August.

In the next two years, Willard Airport has projects in design to bring the Runway 18/36 safety areas up to date, square off the taxiway connection to Runway 14L, add a new localizer for 14L, rehabilitate the old terminal area and employee parking lots and the roadways leading to them, and add a MALSR approach light system to 14L.

The airport also has plans to develop approximately 100 acres of the "north quadrant" of the airport property. The plan includes additional ramp space, corporate and T-hangars, and a new fire station. There will also be room for additional aviation businesses as well as an industrial park away from the new ramp area.

In addition to airport projects, the FAA is in the process of replacing the aging control tower with a state-of-the-art tower. Site selection is underway with design and construction to follow. The tower is expected to be in commission by 2012.

### **Airport Operations**

In 2007, Willard Airport had 107,503 total air traffic operations. It had 137 air carrier, 9,525 air taxi, 32,121 general aviation, and 241 military "itinerant" operations. The airport also had 65,298 local civil, and 181 local military operations.

Passenger enplanements totaled 117,194. That included 111,272 commercial passengers, 3,152 passengers on charter flights, and 2,770 air taxi passengers.



Deplaning passengers totaled 115,888, consisting of 110,167 commercial passengers, 3,032 charter passengers, and 2,689 air taxi passengers.

The university employs 24 full-time people directly with the airport. The breakdown is as follows: administrative: 4; airport mechanics: 7; fire department: 7; building service workers: 3; and parking cashiers: 3. The airport also shares several functions with the Institute of Aviation for an additional 1.3 full-time equivalent positions.

### **Aviation Businesses**

The University of Illinois Institute of Aviation provides flight training for 300 students each semester and occupies several airport buildings. The institute uses the refurbished, old terminal for administrative and classroom space, and the airport's original terminal building and hangar (Hangar 1) for aircraft storage and for their aircraft maintenance department. The academic arm of the institute provides a master's degree program in Aviation Human Factors. They occupy two refurbished Quonset huts.

Flightstar Corporation provides FBO services described above, and Nogle & Black Aviation restores and maintains Beechcraft T-34s.

Terminal businesses include American Eagle Airlines and Mesaba Airlines (dba Northwest Airlin), and five car rental companies: Avis, Budget, Dollar, Hertz, and National. The airport owns the terminal café.

### **Airport Management**

Stephen J. Wanzek has been the University of Illinois - Willard Airport manager since June 2004. Prior to that, he was an Assistant to the Director of the Institute of Aviation at the University of Illinois.

Wanzek holds a Master's Degree in Electrical Engineering and is a retired Air Force Colonel. He received his Bachelor of Science degree in Electrical Engineering and Computer Science at the University of Illinois in 1970, after which he joined the Air Force and went to pilot training. His Air Force career spans more than 30 years during which he accumulated over 4,000 flying hours in trainer and cargo aircraft. Wanzek has been a flight instructor, flight examiner, and aircraft commander in a variety of aircraft including the T-41 (Cessna 172), T-37, and T-38 trainer aircraft, C-141 and C-5 cargo aircraft, and the C-137 (B-707) passenger aircraft.

Wanzek had the opportunity to travel for 4 years as a member of Ronald Reagan's White House Advance Team where he coordinated with FAA, Secret Service, State Department, military, and civilian units on every aspect of the airport portion of the President's trips. In addition, he is a certified Air Force accident investigation board member (similar to NTSB), and an experienced, on-scene incident commander.

As a senior Air Force leader, Stephen Wanzek commanded the squadron that flies the Vice President, members of Congress, and the

Secretaries of State, Defense, etc., in the blue and white "big birds." He was also the deputy commander of the unit responsible for all of the security, fire protection, communications, engineering, and human resources at Andrews AFB, after which he was assigned as the vice commander of Dover AFB, Delaware. His last assignment with the Air Force was at Illinois as the professor and head of the Department of Aerospace Studies where he headed the Air Force ROTC detachment. After retiring in 1991, Wanzek taught part time in the Department of Mathematics of Parkland College for two years.

Wanzek and his wife, Darla, have been married for over 25 years and live in Champaign. Darla is a business process analyst for Farm Credit Services of Illinois. Their daughter, Jennifer, lives in Boise, Idaho, with her husband and two daughters. Wanzek's son, Jon, is a sophomore at Eastern Illinois University.

For info visit the Willard Airport website at [www.flycmi.com](http://www.flycmi.com).

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## Illinois Conference To Feature Hall of Fame Banquet

SPRINGFIELD, ILL. – The Illinois Aviation Conference will hold its 2008 event May 20-21 in Champaign, Illinois at the newly built Hilton Garden Inn. The conference will feature speakers from both government and the private sector. Scheduled speakers on May 21<sup>st</sup> include: Eric Byer of the National Air Transportation Association (NATA); Barry Cooper, FAA Great Lakes Regional Director; Jim Harrington of Eclipse Aviation; Dale Klapmeier of Cirrus Design; former Shell Oil executive, Ben Visser; Illini head basketball coach, Bruce Weber; and Susan Shea, Director, Illinois Division of Aeronautics.

Other highlights of the conference include a golf tournament, industry exhibits and the widely attended Illinois Aviation Conference “hangar party” on May 20th, along with an awards luncheon and Hall of Fame banquet honoring Illinois aviation legends on the 21<sup>st</sup>.

Information on schedules and registration are available online at [www.p-a-m-s.com/iata](http://www.p-a-m-s.com/iata), or by calling the office of the Illinois Aviation Trades Association at (217) 528-5230. The Illinois Aviation Conference is cosponsored by the Illinois Aviation Trades Association, Illinois Public Airports Association, and the Illinois Department of Transportation Division of Aeronautics. □

DES MOINES AIRPORT FROM PAGE 9

### Craig S. Smith, Aviation Director

Craig S. Smith is the Aviation Director for Des Moines International Airport and the City of Des Moines. He is responsible for the day-to-day operations of the airport. Smith has held this position since October 1, 2005. Prior to his current position, Smith held the positions of Deputy Aviation Director, Operations and Maintenance, Project Coordinator, and Senior Operations Officer. Before becoming employed by the City of

Des Moines in 1996, Smith was the Operations Manager for Atlantic City International Airport.

Craig Smith holds a Masters Degree in Aeronautical Science from Embry-Riddle Aeronautical University, and a Bachelor of Science Degree in Aviation Management from Southern Illinois University. The American Association of Airport Executives accredited Craig in 1999.

Smith served 22 years on active duty in the United States Air Force and is a Vietnam Veteran. He is married with one grown son and three grandchildren. □

## Iowa Aviation Conference... The Network For The State Aviation Community

WEST DES MOINES, IOWA – The Iowa Aviation Conference will be held April 23-24 at the Sheraton West Des Moines Hotel in West Des Moines, Iowa. Featured topics will include “Promoting Your Local Airport” in which Greg Pecoraro, vice president of Regional Affairs with the Aircraft Owners & Pilots Association (AOPA), will discuss issues important to the successful promotion of airports and aviation, as well as how to increase new pilot starts.

FAA Central Regional Administrator Christopher Blum will moderate an interactive listening session with various lines of business within the FAA in a session called “Hangar Talk With The FAA.” This session will provide an opportunity


for audience members to ask questions of the FAA in a “face-to-face” forum. FAA managers will be in attendance representing air traffic, flight standards, tech ops, medical, flight service, and airports and runway safety.

Attendees will receive an aircraft market update from Julie Filluci, manager of Cessna Pilot Centers. Since 1927, Cessna has delivered more than 190,000 airplanes from trainers to business jets. Filluci will highlight Cessna’s new light sport aircraft, the “Cessna 162 SkyCatcher,” as well as the Cessna 350 and Turbo 400, previously the Columbia 350 and 400.”

Other topics of interest to airport managers include land-use planning, airport snow and ice removal, and pavement maintenance.

Aviation humorist and safety advocate, Charlie Thompson, will open the conference on the 23rd with his presentation entitled “Gunships, Grits & Granny.” Thompson flew helicopter gunships in Vietnam, and later became a CEO of an aircraft charter company.

To register for the conference, call the Iowa Public Airports Association at 515-727-0667 or visit [www.iowairports.org](http://www.iowairports.org).



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For hotel reservations, contact the Sheraton West Des Moines Hotel at 515-223-1800 and request the Iowa Public Airports Association's special conference room rate.

The Iowa Aviation Conference is sponsored by the Iowa Public Airports Association and the Iowa DOT Office of Aviation. □

#### **MAC AIRPORTS FROM PAGE 13**

Future plans include providing sanitary sewer and water services, expanding the primary runway to 5,000 feet, and completing a south hangar area to accommodate needs through 2025.

Airlake Airport is managed by Jeff Nawrocki.

#### **Anoka County-Blaine Airport**

Serving the rapidly growing northern suburbs, Anoka County - Blaine Airport is the largest of the reliever airports. The facility serves the most diverse aircraft mix in the reliever system and is located within a half-hour's drive of business districts in Minneapolis and St. Paul. Corporate jet aircraft operators, and owners of small single and twin-engine piston aircraft – modern as well as vintage – call the airport home.

Anoka County-Blaine Airport has a contract air traffic control tower, a 4,855-foot north-south runway and a 5,000-foot east-west runway equipped with an instrument landing system. Several businesses are located at the airport, including Cirrus Flight Services, Crossroads Aviation, Bolduc Aviation, RC Avionics, Anoka Air Charter, Ten Air Aircraft, C & P Aviation Services, Yellowstone/Herrick, American Wings Air Museum, Aeromedical Clinic, and Douglas Weske/Air Investments. The airport accommodates more than 80,000 takeoffs and landings annually, supports some 350 jobs, and creates \$35 million in annual economic activity.

Through a unique agreement, the Metropolitan Airports Commission

leases a 39-acre northwest building area to Anoka County for hangar development at the airport. Anoka County sub-leases the acreage to a private developer who will complete the site preparation and develop a full-service commercial operation and several large corporate hangars. A number of airport improvements already have been completed through the agreement, including expansion of the east-west runway from 4,000 to 5,000 feet, lengthening an adjoining taxiway, and installing an ILS system with medium intensity approach lighting and runway and identifier lights.

Separately, development of aircraft hangar and storage on the east, west and possibly south sides of the airport also are possible in the future.

Joe Harris manages the airport.

#### **Crystal Airport**

Situated in the northwest suburbs,

adjacent to Crystal, Brooklyn Park and Brooklyn Center, Crystal Airport currently has four runways: three paved and one turf. Long-term plans for the airport call for maintaining one paved primary runway and the paved crosswind runway. The turf strip and one of the parallel paved runways will be removed, essentially right-sizing the airfield, reducing maintenance costs and providing space for compatible aeronautical or revenue-generating non-aeronautical development.

The airport is served by a federal air traffic control tower and a number of businesses, including Thunderbird Aviation, AKN Inc., Flying Scotchman, Maxwell Aircraft, and North of Sixty.

In 2007, there were 53,000 landings and takeoffs at Crystal Airport. The facility creates an estimated 200 jobs and more than \$19 million in annual economic activity.


Jeff Nawrocki serves as airport manager.



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## **Flying Cloud Airport**

Flying Cloud is one of the busiest airports in the MAC system, with an expanding corporate aircraft base. Located 13.5 miles southwest of downtown Minneapolis, the airport is an easy drive to the metro business community. The facility has three runways, an instrument landing system and a federal air traffic control tower. Two of the runways sit east-west at lengths of 3,909 feet and 3,599 feet. The north-south runway is 2,691 feet long.

Businesses located at Flying Cloud include Airovation, Beech Transportation/Executive Aviation, Elliott Aviation, Hummingbird Helicopters, Modern Aero/ASI, Modern Avionics, Planesmith, and Thunderbird Aviation.

In 2007, Flying Cloud Airport experienced more than 117,000 takeoffs and landings. The airport supports nearly 800 jobs and provides more than \$80 million in annual economic activity.

Plans for Flying Cloud include extending the primary runway to 5,000 feet and the parallel runway to 3,900 feet beginning in 2008. A new corporate hangar area on the south side of the airport is planned, as well as installation of remaining sanitary sewer and water facilities.

Flying Cloud is managed by Joe Harris.

## **Lake Elmo Airport**

Located about 12 miles east of the St. Paul business district and a

15-minute drive from the Wisconsin border, Lake Elmo Airport is a convenient stop for many pilots. The airport has two runways, both of which are less than 3,000 feet long. Lake Elmo has the fewest aircraft operations of any MAC airport: an estimated 39,000 in 2007. It is estimated that nearly 50 jobs are supported by Lake Elmo Airport, which generates some \$4.3 million in annual economic activity.

Lake Elmo is designed to accommodate primarily small single- and twin-engine piston aircraft. Businesses with higher performance single- and twin-engine aircraft or, occasionally, small jet aircraft, also use the airport. Valter's Aviation Services is the fixed base operator.

Long-term plans include construction of a new hangar area and full parallel taxiway, provision of limited sewer and water services, and extension of the crosswind runway and taxiway to 3,200 feet.

Greg Fries serves as manager of Lake Elmo Airport.

## **St. Paul Downtown Airport**

The busiest of MAC's reliever airports, St. Paul Downtown Airport (Holman Field), is just a five-minute drive from St. Paul's business center and 15 minutes from Minneapolis. Because of its proximity to the Twin Cities business districts, St. Paul Downtown Airport was developed primarily to meet the needs of corporate aviation.

The airport is served by an FAA air traffic control tower and has a full

range of services, featuring businesses such as MN Jet, Realtair, Regent Riverside, Signature Flight Support/Regent Aviation, and St. Paul Flight Center. St. Paul Downtown is the only MAC reliever airport with a runway measuring more than 5,000 feet. The airport's three runways measure almost 6,500 feet, 4,004 feet and 3,642 feet in length. The airport offers precision instrument approaches and has a published precision instrument approach procedure for helicopters. There were more than 117,000 takeoffs and landings at the airport in 2007.

St. Paul Downtown Airport serves a number of corporations based in Minnesota and also houses the Army National Guard. A floodwall is under construction to protect existing airport infrastructure against 100-year floods, and a sub-drain system has been installed to help keep the airfield dry. MAC also is making a number of airfield safety improvements to bring all runway safety areas into compliance with current FAA regulations. For Runway 14-32, this includes installation of crushable concrete pads known as Engineered Material Arresting Systems (EMAS) at both ends. EMAS stops aircraft quickly should they go off the end of the runway. Due to the proximity of the airport to the Mississippi River and other industrial development, growth is restricted, and future improvements will be limited to corporate hangar space.

More than 850 jobs are supported by St. Paul Downtown Airport, which also generates more than \$112 million in annual economic activity.



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St. Paul Downtown Airport is managed by Greg Fries.

To register for the Minnesota Airports Conference, contact Judy Meyers at the MNDOT Office of Aeronautics via email at [judy.meyers@dot.state.mn.us](mailto:judy.meyers@dot.state.mn.us) or call 651-234-7232.

For hotel reservations at the Ramada Mall of America call 952-854-3411 or 800-854-1931. □

#### **FLEMING FIELD FROM PAGE 14**

Annual airport events include the Commemorative Air Force Spring Hangar Dance (third Saturday in May), and Fleming Field Days and the Commemorative Air Force Fall Hangar Dance (third weekend in September).

Hotels in the area include Best Western, Country Inn, AmericInn

Motel, and Microtel. There is not a restaurant at the airport, but there are several within 1 mile of the airport.

An interesting aspect about Fleming Field is that even though it is closer than any of the six reliever airports owned by the Metropolitan Airports Commission, Fleming Field is owned by the City of South St. Paul. Fleming Field is approximately 5 miles from Minneapolis-St. Paul International Airport (MSP) and underlies the MSP Class B airspace.

Glenn Burke has been the airport manager at Fleming Field since 1994. Burke's responsibilities also include oversight of the city hockey arena. Burke is a member, past chairman and current board member of the Minnesota Council of Airports, sponsors of the Minnesota Airports Conference. Prior to being

named airport manager at Fleming Field, Burke held positions with a construction company and a property management firm. He received his Bachelor of Arts Degree in Airport Administration at the University of North Dakota in Grand Forks in 1994.

To register for the conference, contact Judy Meyers at the MNDOT Office of Aeronautics via email at [judy.meyers@dot.state.mn.us](mailto:judy.meyers@dot.state.mn.us) or call 651-234-7232.

For hotel reservations at the Ramada Mall of America call 952-854-3411 or 800-854-1931.

For additional information about Fleming Field, contact Glenn Burke at 651-554-3350 or email [glenn.burke@southstpaul.org](mailto:glenn.burke@southstpaul.org), or refer to the South St. Paul website at [www.southstpaul.org](http://www.southstpaul.org) and click "City Departments & Services." □

### **WISCONSIN AVIATION CONFERENCE**

## **Wisconsin Aviation Conference Attendees To Learn of Unconventional Marketing Philosophy... FBO Owner & Airport Manager To Share Secret of Success!**

APPLETON, WIS. – John Chmiel, President of Wausau Flying Service, Inc. and manager of Wausau Downtown Airport in Wausau, Wis., says that his secret for success in business is marketing his company as an "adventure," not as a traditional fixed base operation. He has looked at how Harley Davidson, Victoria Secret, and Rutabaga canoe and kayak company market their businesses, and modeled after them. Chmiel will share what he has learned as the banquet speaker on Tuesday, May 6 during the Wisconsin Aviation Conference at the Paper Valley Hotel in Appleton, Wis.

Like these other industries, Chmiel wants flying to fulfill people's dreams. "Instead of selling 'time in the water,' aviation is selling 'time in the air,'" says Chmiel. "At Wausau Flying Service, we sell experiences and memories through aviation adventures; not fuel, maintenance and flight instruction. We want flying to be an all-sensory experience, better than



John Chmiel, President  
Wausau Flying Service, Inc.

Disneyland! We need to promote the sight, smell, sound and feel of flying."

The heart of Wausau Flying Service's business is in fuel sales, but its soul is in flight training, specializing in "tailwheel" instruction.

Since 1992, Wausau has gone from 29 to more than 65 based aircraft, and the city has doubled the T-hangar space from 20 to 40.

Growing up in Hayward, California, John Chmiel got his first aviation job as a youngster at Aviation Training, Inc., washing airplanes.

He earned a four-year scholarship in aerospace engineering at Northrop University in Los Angeles, but after 18 months in the field, he realized that engineering was not what he wanted to do with his life, and in 1985, he moved to Rhinelander, Wis., to work for Rhinelander Flying Service, Inc. He moved to Wausau, Wis., in 1992 to manage the airport and operate the fixed base operation. Chmiel's wife and business partner, Angela Uhl, is the company's chief financial officer and office manager.

Wausau Flying Service, Inc. was named the "Wisconsin Aviation Business of the Year" for 2007 by the Wisconsin Aviation Trades Association (WATA).

The Wisconsin Aviation Conference will run from Monday, May 5 thru Wednesday, May 7.

Monday, May 5 highlights will include a golf tournament at the Chaska Golf Course, sporting clays shoot at Hunter's Game Park,

welcome reception and pig roast at Outagamie County Airport, and an after-supper reception back at the Paper Valley Hotel in the exhibit area.

Tuesday, May 6 highlights will include breakfast; annual meeting of the Wisconsin Aviation Trades Association (WATA); an FAA update presented by FAA Great Lakes Regional Administrator Barry Cooper, and FAA Great Lakes Regional Assistant Airports Division Manager Debbie Roth; and a presentation on the "State of the State In Aviation" with Wisconsin DOT Bureau of Aeronautics Director David Greene. The noon awards luncheon will feature EAA Founder Paul Poberezny as guest speaker.

One afternoon session will cover "Light Sport Aircraft" with Brit Solverson of Solverson Aircraft, Reedsburg; Jeff Wanke of Orion Flight Service, Oshkosh; Ed Leineweber, Light Sport Aircraft Editor, Midwest Flyer Magazine; and Keith Hartlaub of Savage Aircraft, Manitowoc. Other afternoon sessions will include "radar coverage;" GIS for Wisconsin airport planning; and property insurance for public airports by Don Bubolz of the Wisconsin Office of the Commissioner of Insurance.

The annual banquet will cap off Tuesday's events featuring John Chmiel of Wausau Flying Service. The WAMA Lifetime Service Award and the WAMA Aviation Person of the Year Award will also be presented.

Wednesday, May 7 highlights will include the Wisconsin Business Aviation Association annual meeting; a discussion on Very Light Jets with Gary and Taylor Huether of Cirrus Aircraft, Duluth, Minn.; Runway Incursion Prevention with Birke Rhodes of the FAA Great Lakes Region; practicing safe press by Rose Dorcey of EAA; General Aviation Security with Scott Brummond of the Wisconsin DOT Bureau of Aeronautics and Donnie Stacy of the Transportation Security Administration; and information on

how to handle aircraft accidents by Mike Mecha and Jan Gerstner of the Milwaukee FAA Flight Standards District Office, and Scott Landsdorf, FAASTeam Program Manager.

To register for the conference go to [www.wiama.org/conference.htm](http://www.wiama.org/conference.htm) or contact Jeff Gaier at 715-387-2211.

Hotel reservations are available at the Radisson Paper Valley Hotel. Ask for the Wisconsin Aviation Conference rate of \$89, single or double occupancy. Reservation cut-

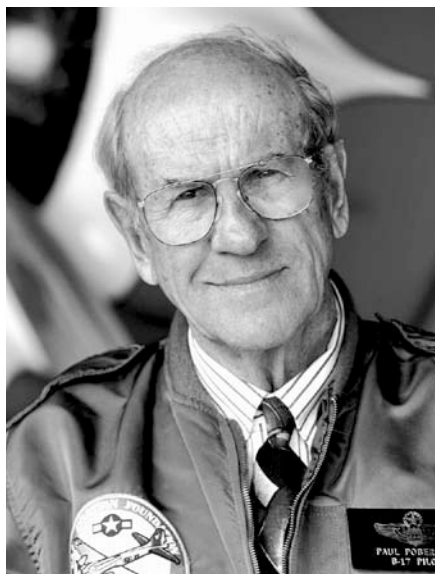
off is April 7. Call (920) 733-8000 or toll free at (800) 333-3333 ([www.radisson.com/appletonwi](http://www.radisson.com/appletonwi)).

Anyone with an interest in the preservation and development of airports, aviation business, and aviation in general is encouraged to attend. The conference is cosponsored by the Wisconsin Airport Management Association, Wisconsin Aviation Trades Association, Wisconsin Business Aviation Association, and Wisconsin Engineers. □

## Paul Poberezny

*Founder/Chairman of the Board, Experimental Aircraft Association*

### ***Guest Speaker At The Wisconsin Aviation Conference***



**P**aul H. Poberezny is one of the most decorated men in the international aviation community, having received literally hundreds of trophies, awards and honors for his countless contributions to the world of flight. He is a 1999 inductee to the National Aviation Hall of Fame in Dayton, Ohio, America's place of honor for its most legendary aviators, and in 2002, received the prestigious Wright Brothers Memorial Trophy from the National Aeronautic Association. Paul is best known, however, as

founder of the Experimental Aircraft Association (EAA), which has often been described as the world's most dynamic aviation organization. Each year, EAA's international fly-in convention at Wittman Regional Airport, Oshkosh, Wis., named "EAA AirVenture," draws more than 500,000 people and 10,000 airplanes for one of the world's premier aviation events.

Paul organized the first fly-in in 1953, the same year he founded EAA with a handful of other aviation enthusiasts in Milwaukee, Wis. From the basement of his Hales Corners (Wis.) home, Paul and his wife, Audrey, nurtured the small group and watched it grow each year. Paul toured the U.S. and other nations on behalf of EAA, spreading a "grassroots" aviation message far and wide. He made frequent trips to Washington, D.C., to speak to Congressional leaders and federal aviation authorities, where he defended the rights of amateur aircraft builders and sport aviation enthusiasts while earning his livelihood as a military pilot and aircraft maintenance officer. Today, Paul is considered one of aviation's leading spokesmen here in the United States and around the world, representing the interests



of more than 170,000 active EAA members at local, national and international events.

The career of Paul Poberezny includes nearly 30 years of distinguished military service as a pilot, test pilot and a veteran of both World War II and the Korean Conflict. Prior to retiring with the rank of Lieutenant Colonel, Paul became the only man in the armed forces to attain all seven aviation wings the military had to offer. Paul was able to accomplish this feat without ever having the benefit of military aviation training, a truly remarkable achievement in itself.

As a youngster, Paul built model airplanes from scratch. By the time he was 16, he had restored a battered Waco glider and taught himself how to fly. He has been in love with airplanes his entire life, although he has often remarked, "I've learned more about people through my association with aviation than I ever did about airplanes." In all, Paul has logged more than 30,000 hours of flight time over more than 70 years of flying. He has piloted nearly 500 different types of aircraft, including more than 170 amateur-built airplanes. He has also designed and built more than 15 different airplanes and is currently working on a number of separate airplane projects in his private workshop. Paul also served as publisher/editor of EAA's publications, including five monthly magazines and numerous technical manuals and research papers, for 34 years. The memoirs of his early years, titled *Poberezny ... The Story Begins*, were published in 1996 and chronicles Paul's background and dedication to aviation.

Paul H. Poberezny will be the featured luncheon speaker at the Wisconsin Aviation Conference on Tuesday, May 6, at the Paper Valley Hotel in Appleton, Wis. For ticket information and conference registration, go to [www.wiama.org/conference.htm](http://www.wiama.org/conference.htm), or contact Jeff Gaier at 715-387-2211. □



Outagamie County Airport staff (L/R): Cindy Struck, Administrative Supervisor; Abram Weber, Operations Supervisor, Landside; Kim Sippola, Marketing Manager. Missing is John Edwards, Operations Supervisor, Airfield.

## Outagamie County Airport – Appleton, Wisconsin, Host Airport For Wisconsin Aviation Conference

APPLETON, WIS. – Outagamie County Airport (ATW) in Appleton, Wis., is the host airport for the Wisconsin Aviation Conference, May 5-7, at the Paper Valley Hotel.

In March of 1934, Outagamie County, Wisconsin, purchased 102 acres on County Road OO and Ballard Road for the airport. This posed a problem because there was no room for expansion and height obstructions became a problem. Then in 1962, the county purchased 1,302 acres in the Town of Greenville at the airport's current location. Construction began in 1963. The new airport was dedicated in August 1965 and started operations the same year with only 28 acres and four buildings. The first terminal was located south of the present terminal and contained 6,000 square feet of useable passenger space. Several years later a small addition was constructed to handle air freight. By 1970 the temporary terminal was found inadequate for the amount of business prospering by the airport. Air Wisconsin wanted to consolidate corporate functions, which were scattered at several locations on the airport and in downtown Appleton, so in 1971 planning for the new terminal began. In 1973 the construction started and by 1974, a 22,650 square foot building was completed. By 1982, the airport generated money through terminal space rentals such as a concessions agreement with a parking lot company, rental cars,

airline landing fees, fuel flow fee, the restaurant, and gift shops.

The airport's current facilities are far different nearly 75 years later, with over 20 buildings and approximately 117 acres of paved surfaces situated on 1,915 acres. The Outagamie County Regional Airport continues to grow with the completion of its new \$12.3 million terminal expansion and renovation project, which was completed in 2004. The new 30,000 square foot addition has 8 gates, five of which are equipped with jet boarding bridges and a capacity of up to about one million passengers.

The airport is just putting the finishing touches on the parking lot. The change is more than just a parking lot; the infrastructure includes entrance/exit roads, entrance/exit plazas, storm water systems, and a roadway system. These are all designed for passenger efficiency and the lots were increased for current and long-term passenger growth of the airport. The lot has a capacity for over 1,600 public vehicles, 500 employee stalls and 300 for rental cars. This is forecast to be sufficient for 8 to 10 years.

ATW also currently broke ground in preparation for new taxiways, the ramp, and an access road that will be landscaped for the new general aviation terminal area located on the south side of the airport. This plan also includes additional T-hangar

**CONTINUED ON PAGE 27**



## GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

**R**ecently, I have attended aviation legislative days held in the state capitals of Michigan, Indiana, and Illinois. The message by aviation interests to each legislature has basically been the same...in these tough economic times it is more important than ever to properly maintain and improve the airports throughout the states because they are great economic generators. There continues to be concern over the delay in federal airport grants and the matching state funding caused by the overall question of how to fund the FAA in the future.

I had the opportunity to meet with each of the co-chairs of the Michigan legislative aviation caucus recently. Representative Richard LeBlanc is an enthusiastic general aviation pilot and AOPA member. Representative David Agema is a retired airline captain and former fighter pilot. Both are well versed on aviation matters and are eager to improve aviation in Michigan.

The Michigan legislature recently passed legislation establishing a transportation funding task force to "review the adequacy of surface and aeronautics service provision and finance in Michigan." A 13-member task force has been formed, including one member representing general aviation who is the head of a corporate flight department in Michigan. There also has been established a 19-member citizens' advisory committee, which will



Bill Blake

provide assistance to the task force. The advisory committee includes a former state aeronautics director who is a current Michigan Business Aviation Association (MBAA) board member, and an airport manager who is a Michigan Association of Airport Executives (MAAE) board member. Unfortunately, neither of these groups include either an owner or pilot of small GA aircraft. A preliminary report is due by October 31, 2008, with the final report due by April 1, 2009. AOPA will be monitoring the activities of this task force and will offer comments when appropriate.

As I mentioned in my last column, the Minnesota legislature also has established a state aeronautics funding study committee to consider the state aviation needs and sources of revenues to meet those needs. The committee's report due date was moved from February 15, 2008 to January 1, 2009. I believe this was a good move. It is more important to have a well-considered report than to meet an arbitrary deadline. AOPA has representation on this committee.

Illinois is still struggling with budget issues. The governor's proposed budget does provide for a capital improvement program, which includes \$25 million for airports each of the next three years. However, some people question whether the state has adequate income to fund the expense side of the governor's budget. The governor and the legislature have a history of difficulty in agreeing on budget issues. Those readers interested in Illinois airports should follow the budget process closely and let their opinions be known if there is any effort to remove or reduce the airport capital funds.

A number of FBOs, flight schools, independent flight instructors, and mechanics are watching the Monroe County Airport (BMG), Bloomington, Indiana as it is in the process of developing minimum standards for those who want to do business on the airport. Some business tenants who pay fees to the airport to conduct

business believe it is unfair to allow independent flight instructors and mechanics to offer similar services on the field without also paying fees. The airport manager advises that he is just trying to develop a level playing field that is fair for anyone who wants to do business at the airport (as required by the FAA). Whatever happens at BMG could be copied at other airports.

For more information on these other aviation issues, please go to the AOPA web site: [www.aopa.org](http://www.aopa.org). □



### AOPA Catch-A-Cardinal Sweepstakes Winner Announced

FREDERICK, MD. – Longview, Texas-based flight instructor and university professor, Bruce Chase, is the winner of AOPA's Catch-A-Cardinal Sweepstakes. With some of Chase's students and local media looking on, AOPA President Phil Boyer handed over the keys to the completely refurbished 1977 Cessna Cardinal at East Texas Regional Airport on January 25.

Chase, 38, called his wife Debbie to let her know the news. "I about leaped out of my skin," she said. "I didn't take him seriously... he's always kidding around."

Chase has given more than 6,300 hours of flight instruction during his 15 years as a CFI. He's currently an assistant professor and assistant chief flight instructor at LeTourneau University, where he earned his bachelor's in aviation technology in 1992. In 2005, he earned his master's in aeronautical science from Embry-Riddle Aeronautical University. Chase also is an FAA-appointed aviation safety counselor.

A father of two children, Chase caught the aviation bug as a small boy.

**CONTINUED ON PAGE 27**



# PILOT BRIEFING

Aircraft Owners and Pilots Association • Your monthly update on all things aviation



## FROM PHIL'S DESK

Spend any time in an FBO pilot lounge and the conversation will undoubtedly turn to the weather...the good, the bad, and the ugly. The fact is, despite extensive improvements in forecasting and exponential increases in the amount of weather information available to pilots both in and outside the cockpit, weather is still responsible for an inordinate amount of aircraft accidents and innumerable delays. While we can't control Mother Nature, there are steps you can take to become better prepared to handle it. Bruce Landsberg, Executive Director of the AOPA Air Safety Foundation (ASF), explains what ASF is doing to help pilots get ready for thunderstorm season.

## AOPA AT SUN 'N FUN!

Be a part of the festivities at this year's Sun 'n Fun event, from April 8-13, 2008, in beautiful Lakeland, Florida. AOPA will be there with fun events, plenty of prizes, and the premiere of the 2008 Get Your Glass Sweepstakes airplane. Again this year, the AOPA Big Yellow Tent is headquarters for the weeklong activities. Be sure to catch AOPA President Phil Boyer's Pilot Town Meeting on April 10, as well as seminars by the AOPA Air Safety Foundation and others. Prospective pilots have a chance to win flight training scholarships all week long. Visit AOPA's Big Yellow Tent for all your essential pilot information at a glance!

## PREPARING FOR THUNDERSTORM SEASON

By Bruce Landsberg, Executive Director, AOPA Air Safety Foundation

As seasons change, so do the weather problems pilots face. And with thunderstorm season upon us, it's important to take precautions and prepare.

Every year, often as a result of simple misunderstandings or miscommunications, a number of unfortunate pilots learn the hard way just how dangerous these storms can be. And it's not just novices - even the most experienced pilots can fall prey to the dangers of bad weather.

But if we can learn one thing from most accidents, it's that simple steps can go a long way towards keeping you safe. That's one of the reasons we're working to raise awareness of the hazards that lurk inside these storms and to educate pilots on how to steer clear of them.

Understanding weather and knowing what to do about it is critical. As a result, ASF continues to research and develop new online safety courses. ASF's Weather Wise: Thunderstorms and ATC interactive course is one in a continuing series of courses aimed at helping pilots learn real-world weather and how to operate around it.

This course is a great way to increase your thunderstorm knowledge. You'll learn what ATC can and can't do to help you avoid storms, and practical ways to avoid weather-related misunderstandings with controllers. You can also watch re-creations of real-life thunderstorm encounters, and learn about the different radar systems used by approach and center controllers (and why you should care).

Before your next flight around convective activity, take the free course and download its companion safety advisor. We've also created a handy quick reference card you can carry with you. Find them all at [www.asf.org/thunderstorms](http://www.asf.org/thunderstorms).

Thunderstorms will always be a serious concern for pilots, and it's extremely important to be ready for the possibility of bad weather. I urge you to take this course today. As always, ASF will continue to offer the latest safety information to help you stay prepared.



[www.asf.org/thunderstorms](http://www.asf.org/thunderstorms)



## Runway Safety: It's Everyone's Concern!

by Phil Boyer  
AOPA President

The United States is currently experiencing the safest period in aviation history, and according to the latest AOPA Air Safety Foundation (ASF) Joseph T. Nall Report, general aviation accidents have continued on a downward trend. Yet, the issue of runway incursions continues to be a thorn in aviation's safety record, prompting a major congressional hearing last month.

In September 2007, the FAA released its Runway Safety Report examining runway incursions at towered airports between 2003 and 2006. The report states that 72 percent of all runway incursions involved a general aviation aircraft, but that general aviation only accounted for 55 percent of National Airspace System (NAS) activity. However, AOPA looked behind those numbers and determined that only 44 percent of all incursions were pilot deviations involving a general aviation aircraft. And, of those 580 pilot deviations, the FAA classified 92 percent as less severe.

While the FAA report notes the



rate of incursions has remained relatively constant, the November 2007 Government Accountability Office (GAO) Aviation Runway and Ramp Safety report notes that preliminary FAA data for FY2007 indicate a disturbing upward trend.

This is an issue that affects all of us in the aviation community – the airlines, general aviation, the FAA, air traffic controllers and airports. The number of reported incursions may be low when compared to the total number of operations conducted each year, but the potential for a catastrophic accident remains and will continue to exist as long as aircraft are operated.

Unfortunately, there is no quick

fix or easy solution to this problem. But AOPA is committed to making our runways safer, and we will work diligently with members of Congress, the FAA, and the aviation community to address this issue.

AOPA, through the ASF and their many education initiatives, will increase runway safety awareness in AOPA Pilot, ePilot, and through the many safety seminars and instructor refresher clinics conducted throughout 2008.

Safety must always be our highest priority. It requires a dedicated effort and respect for our fellow pilots and property. It is the responsibility of everyone in the aviation community, and we must all do our part. □

### AVIATION LAW

## Submission To Request For Re-Examination Precludes Later Objection To Basis For Request

by Greg Reigel  
Attorney At Law

A mechanic recently lost his appeal of an emergency revocation order issued by the FAA after he submitted to, but failed, a re-examination of his qualifications to hold a mechanic certificate. In *Administrator v. Montenegro*, the FAA issued a request for re-examination to the mechanic. The mechanic submitted to the



re-examination, but failed the re-examination when he only received a score of 40%. The FAA then issued an emergency order revoking the mechanic's certificate. The mechanic appealed the order to the NTSB and the FAA then moved for summary judgment. In response to the FAA's motion, the mechanic challenged the basis for the re-examination request and claimed that his initial testing for his mechanic certificate was adequate and, therefore, he should never have been asked to submit to a re-examination.

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In granting the FAA's motion, the Administrative Law Judge (ALJ) reiterated board precedent that once an airman has submitted to a reexamination, the only relevant question is whether the airman has successfully demonstrated his competence. Since no dispute existed as to whether the mechanic had failed to successfully demonstrate his competence, the ALJ granted the FAA's motion.

On appeal, the board observed that the mechanic did not "1) identify any error in the law judge's decisional order; 2) contest the statements made

by Inspector Cunningham; 3) argue that any material facts remain in dispute; or 4) argue that revocation is an inappropriate sanction for a failure to successfully demonstrate competence." Likewise, the mechanic was unable to contest that he had failed the re-examination. As a result, the board affirmed the ALJ's grant of summary judgment and the FAA's emergency revocation order.

Although it is unfortunate that the mechanic did not raise his objections to the re-examination request prior to submitting to the re-exam, as I have discussed in the past, such arguments

are most often unsuccessful given the extremely low threshold the FAA must meet to justify a request for re-examination. Rather than spending time challenging a request for re-examination, in most cases it may be more prudent to spend the time, money and energy preparing for the re-examination.

*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)).

#### **OUTAGAMIE AIRPORT FROM PAGE 23**

construction and aircraft parking to accommodate the increasing needs of the annual EAA AirVenture Fly-In in Oshkosh, Wis.

The airport currently services four airlines, a restaurant, a gift shop, Transportation Security Administration (TSA), Standard Parking, FedEx, Airborne Express, MaxAir, Gulfstream Aerospace, four rental car companies, and many other private companies. These tenants make the airport one of the largest

employers in the Fox Valley.

Outagamie County Regional Airport represents the fourth largest commercial service airport in Wisconsin accounting for \$108 million in direct economic sales, 1,271 full-time jobs, and \$54 million in direct wages to the region and state economy. Because of this, the airport plays a critical role in fostering business growth and economic development in the region, enplaning over 250,000 passengers, and 10 million pounds of freight and mail

annually.

To register for the Wisconsin Aviation Conference, go to [www.wiama.org/conference.htm](http://www.wiama.org/conference.htm), or contact Jeff Gaier at 715-387-2211. □

#### **AOPA CARDINAL FROM PAGE 24**

Living in Korea where his parents were missionaries, he used to watch airplanes fly in and out of the country ferrying supplies.

It was a day full of surprises as Brian Landsberg, Executive Director of the AOPA Air Safety Foundation, also presented Chase and LeTourneau University with a \$5,000 grant to continue his work.

#### ***Fly The Virtual Cardinal From Your Home Computer***

While Chase is the only AOPA member who'll be flying the Cardinal from its cushioned leather seats, you can still try your hand at piloting the Cessna 177B—from a cushioned leather chair in front of your personal computer. Just download the updated Version 2.0 of the AOPA 177B Cardinal add-on to Microsoft Flight

Simulator X. Developed for AOPA by Flight1 Software, the new program adds Flight Sim's virtual cockpit—which allows you to pan, tilt, and zoom your view, much as you would in the real cockpit—to the digitally replicated airplane. See AOPA Online for software requirements and to download the file. □

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Fargo Air Museum



## Aviation Council Produces Upper Midwest Aviation Symposium Fargo, North Dakota

by Dave Weiman

FARGO, ND – For a city which has gotten its fair share of ribbing over the years, because of its cold winter temperatures, compared with the rest of the country, and due to the motion

picture “Fargo,” the community sure knows how to produce a wonderful aviation symposium. The 2008 Upper Midwest Aviation Symposium was held March 2-4 at the Ramada Plaza Suites in Fargo, and was sponsored by the North Dakota Aviation Council – an umbrella organization comprised of the North Dakota (ND) Aviation Association, ND Professional Aviation Mechanics Association, ND Flying Farmers, ND Agricultural Aviation Association, ND Pilots Association, ND Experimental Aviation Association, ND Association of Aviation Museums, and the Airport Association of North Dakota.

The kick-off speaker was FAA Great Lakes Regional Administrator Barry Cooper. The FAA Great Lakes Region includes the states of Illinois, Indiana, Michigan, Ohio, Wisconsin, Minnesota, North Dakota, and South Dakota.

Prior to his August 2007 appointment, Cooper – a 31-year veteran of the FAA – served as the FAA’s program manager and principal



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(TOP L/R) Tim Fisher (Cessna), Dale Klapmeier (Cirrus), and Gary Ness (ND Aeronautics Commission). (BOTTOM L/R) Alan Palmer (UND), Michael Lotzer (Rapco Fleet Support), Bill Hamilton (AOPA), and Barry Cooper (FAA).

representative for the City of Chicago's O'Hare Modernization Program. Carrying the theme of "modernization," he called for symposium attendees to move forward with FAA's modernization of the air traffic control system "NextGen." While the proposed "user fee" debate goes on, Cooper said that the FAA is doing what it can on the ground so airports can increase capacity. He noted a drop of 55% in runway incursions in 2007, but an increase so far in 2008 due to controller errors and pilot deviations. There were 1,800 new controllers hired in 2007, and 1,800 more controllers will be hired in 2008 to replace retiring controllers. Forty-five

**Greg Reigel**  
**Aviation Attorney**

**(952) 238-1060**

Email:  
[greigel@aerolegalservices.com](mailto:greigel@aerolegalservices.com)

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percent of new controller recruits are coming from collegiate CTI programs, such as the one at the University of North Dakota (UND) in Grand Forks, and from the military. Of the 84 new controllers at Minneapolis, 60% came from UND. Cooper is a licensed engineer in the state of Illinois and resides in Chicago.

Tim Fisher, customer service engineering specialist for the new Cessna 162 SkyCatcher, gave an optimistic, but realistic perspective of the new Light Sport Aircraft. "Maybe we can change the perception of Light Sport Aircraft," said Fisher, noting the strength of the design of the C-162. "If we don't do something to stimulate the market, it could go away!"

Fisher said that a new Cessna 172 Skyhawk sells for \$283,500, and the Cessna 162 SkyCatcher is now listed at \$111,500, and is equipped with a glass cockpit. "The SkyCatcher is not a big money-maker, but rather it is being built to stimulate the market," said Fisher. The SkyCatcher is being designed so it can be used for either Sport Pilot or Private Pilot training, and there's a Notice of Proposed Rule Making to allow LSA in Part 141 flight training programs, said Fisher.

Because the SkyCatcher is built strong to dispel the image that all Light Sport Aircraft are fragile, the useful load suffers, said Fisher. The gross weight is 1320 lbs., and the useful load is 490 lbs., not leaving much for fuel and two people. Aluminum is the primary construction material, and the aircraft is being equipped with the Continental O-200 100 hp engine, which Fisher admits is louder and 40

lbs. heavier than the popular Rotax 912 water-cooled engine. But Cessna believes in the engine's reliability and likes its track record in the Cessna 150. (Note: The Rotax 912 was installed in the SkyCatcher's proof-of-concept aircraft). Fisher says that Cessna has concerns about the use of auto fuel in the O-200 because of vapor compression, ethanol, and availability at airports.

To address the weight issue, Cessna has taken measures to reduce the weight of the cylinder and oil sump, magnetos, and are now looking at the alternator and starter.

The SkyCatcher features fiberglass fairings, a fixed seat with adjustable pedals, and radio communications by headset only (no external speaker).

The elevator and aileron use the traditional controls as in the Cessna 182, but the flap control system is different, and is spring loaded in the up position and a single cable is used to deploy them.

The control stick moves like a floor-mounted control stick to give the plane that grassroots flying feel, but it operates from the panel to conserve on space, instead of from the floor.

There are 13-gallon fuel tanks located in each wing, and the fuel is either switched to the "on or off" position. There's no fuel tank selector switch for left or right tank.

The seats are a carbon-fiber shell with fastened cushions.

The aircraft is equipped with one Garmin G300, and a second multi-functional display is optional. A complete option list is being developed.

Cessna will have the SkyCatcher built in China by the Shenyang Aircraft Corporation, which was established in 1951. Shenyang has manufactured a lot of other aircraft, and has a workforce of 16,000 employees. The O-200 is made in Mobile, Alabama, and assembly of the aircraft will be done in Las Vegas, Nev., Wichita, Kan., and West Columbia, S.C.

Dale Klapmeier of Cirrus Design Corporation, Duluth, Minn., flew in to Fargo in his turbocharged SR-22 on Tuesday. Klapmeier oversees product strategy and future product development. He briefed attendees on where Cirrus is at with its new SRS light sport aircraft, and "The Jet" – a small personal jet, as compared with the very light jets beginning to enter the market.

The Klapmeier brothers, Dale and Alan, bought their first airplane in 1975 – a Cessna 140. Both of their parents are pilots and owned a Cessna 182 Skylane at the time.

In 1979, Dale graduated from high school and bought a damaged Champ in Clintonville, Wis. with the idea of restoring it and making a lot of money. It turned out to be a two and a half-year project and he did not make a lot of money, but Dale knew then what he wanted to do with his life.

In 1983, he graduated from the University of Wisconsin-Stevens Point with a major in business and economics, "and that's when the aviation industry took a nose dive," said Klapmeier. While in college, Dale built a Glasair because he liked the speed, but it was an uncomfortable

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airplane, so he and Alan set out to design a modern, fast and comfortable airplane, and in 1986, they debuted the VK30 turboprop. They ceased production of the kit aircraft in 1991, and went on to build the ST50.

When they decided to build the SR20 and SR22, simplicity and comfort was important to them, and "I wanted to design an airplane to get a yes (from the wife)... to get her to want to fly, more than drive," says Klapmeier. "To do that I needed a line to show her where she was going, a clock so she knew when she would get there, and a fuel quantity indicator so she knew that we would have enough fuel to get there...the Primary Flight Display (PFD) does all of that," said Klapmeier. The parachute was added as much to put spouses at ease than anything else to eliminate one more obstacle to buying a new airplane, and came about as a result of a mid-air Alan experienced while working on his instrument rating. Alan survived, but lost 4 feet of wing and had to land at 140 kts., and the pilot of the other aircraft was killed. The other motivating factor in designing new airplanes is that it is difficult to attract people to the industry if all there is to fly are old airplanes, said Klapmeier.

Cirrus' idea behind the SRS light sport aircraft "is to get kids back into the industry and to expand the market," said Klapmeier. "We are not after old people ready to lose their medicals. We want family growth in the industry, and the SRS is inexpensive to operate."

Cirrus will price its SRS at between \$110,000 and \$125,000.

The SR20 and SR22 sell for between \$215,000 and \$565,000, and "The Jet" will sell for \$1 million, plus!

The Cirrus SRS was designed by Fk Design of Germany. The aircraft is currently designed as a "microlight," so the wing has to be redesigned to meet U.S. Light Sport Aircraft standards, but there are 500 of the microlight model already flying. Manufacturing of the redesigned SRS will be done in the United States. "Everything but the engine will be manufactured in the U.S.," said Klapmeier, who estimates that it will take 500 hours to build the SRS compared with 1500 hours to build the SR22.

The SRS is equipped with a Rotax 912 – 100 hp, liquid-cooled engine, which can burn either 100LL or mogas, but due to the potential for vapor lock, there will be an altitude limitation to use auto fuel. The SRS will cruise at 120 kts and will have a gross weight of 1320 lbs and a useful load of 500 lbs.

Cirrus will have a new marketing program underway for the SRS, which will include canned speeches for fixed base operators to make public presentations in their respective communities.

"If a kid is willing to spend \$350 on a pair of tennis shoes, he will spend \$50 per hour to fly," said Klapmeier.

"The Jet," on the other hand, was designed for current customers who want to go faster at higher altitudes (up to 25,000 ft.), although The Jet will not conflict with commercial jet traffic. "41,000 feet is not the environment for the non-pro pilot,"

said Klapmeier. "It is also a dangerous altitude if something goes wrong!"

The Jet is also being designed for the owner to be in the left front seat, and not in the back seat, so comfort in the back seat is not as important as it is for larger corporate jets that are not owner flown, said Klapmeier. The Jet will seat five people, plus two small children in the back.

"The Jet has a single engine for simplicity, and is designed to go real slow with approach speeds the same as the SR22...80 kts on final," said Klapmeier. The prototype will hopefully be done in time for EAA AirVenture in July.

There's even more in the works at Cirrus. Plans are to build another airplane that will fill the gap between the SR22 and The Jet, and that airplane may be retractable like The Jet.

Among other speakers were Alan Palmer of the University of North Dakota John D. Odegard School of Aerospace Sciences; Mark Johnson, Director of Air Operations of the North Dakota Air Branch, U.S. Customs & Border Protection (CBP); Michael C. Kostelnik, Assistant Commissioner of CBP; Bill Hamilton, AOPA Regional Representative; Joe Morgan, Manager, Princeton Flight Service Station; and Jeri Alles, Manager of the FAA Great Lakes Region Airports Division. Gary Ness, Director of the North Dakota Aeronautics Commission, emceed much of the conference.

Included as part of the symposium were Aviation Maintenance Seminars for inspection authorization renewal.

**CONTINUED ON PAGE 44**

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## Wisconsin Mechanic/Pilot Honored By FAA

WISCONSIN DELLS, WIS. – For the Federal Aviation Administration (FAA) to honor one's accomplishments for being a mechanic or a pilot is quite an honor. But to be recognized for being both a pilot and mechanic at the same time is indeed, rare. Roland "Rollie" Mack of Dane, Wis., received both the Charlie Taylor Master Mechanic Award, and the Wright Brothers Master Pilot Award during the State of Wisconsin Mechanic Refresher & IA Renewal Seminar held February 16 in Wisconsin Dells, Wis.

The "Charles Taylor Master Mechanic Award" is



(L/R) Jeff Taylor of WisDOT, Roland Mack, and Ray Peterson of FAA.

an award given by the FAA to recognize the lifetime contributions toward aviation safety by senior mechanics. The award is named after Charles Taylor, the first aviation mechanic associated with powered flight. He served as the Wright Brothers' mechanic and built their first engine.

Mack is currently certified as an Airframe and Powerplant Mechanic, and has been for 50 years. Additionally, he holds an Inspector Authorization (IA). Mack also does not have any accident history, nor civil penalties or suspensions on his record, which is a prerequisite to receiving the award.

The FAA awarded Mack with a plaque signed by the FAA Administrator and a lapel pin. His name is now entered on a Roll-of-Honor book placed in the FAA headquarters office in Washington, DC.

**CONTINUED ON PAGE 35**

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## 53<sup>rd</sup> Annual Wisconsin Aviation Conference Radisson Paper Valley Hotel - Appleton, Wis. - May 5-7, 2008



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## MINNESOTA AVIATION TRADES ASSOCIATION

### Metropolitan Airports Commission Member Meets With MATA Board

BLOOMINGTON, MINN. – The board of directors of the Minnesota Aviation Trades Association (MATA) and several other members and invited guests met with Andy Westerberg of the Metropolitan Airports Commission, February 7, at Signature Flight Support at Minneapolis-St. Paul International Airport. Westerberg represents District E which includes the area from Oak Grove and East Bethel south to Roseville, Minn. Prior to his appointment to the commission, Westerberg served as a state representative for 8 years, representing District 51A in Blaine. At the capitol, his committee assignments included Gaming Division Chair,

Health Care Cost Division, Jobs and Economic Opportunity Policy and Finance, Regulated Industries, and Taxes. Within MAC, Westerberg is on the Reliever Airport Finance Committee, which attempts to understand and account for the costs of the reliever airports.

Westerberg discussed the lobbying/campaigning he did to obtain the MAC appointment... MAC's vision to "maximize the use of the airports in a safe and efficient manner" in an environment where the costs exceed the revenue generated by the users... the non-aeronautical development at Anoka County-Blaine Airport (ANE) including the fixed base operation land leases and installation of the pad for the fixed base operation and possible installation of billboards... the aviation community's efforts to have the \$15 million borrowed by the state legislature restored from the general fund and MAC's reluctance to get involved in that effort... and the status of Minneapolis-Crystal Airport (MIC) and expansion plans for Flying Cloud (FCM). Finally, Westerberg stated that there are approximately 27 aviation-related bills at the legislature that MAC is currently tracking.

Westerberg holds an Associate Arts Degree from Anoka-Ramsey

Community College and a Chartered Life Underwriter (CLU) Designation from American College. He has been self-employed as a Farmers Insurance agent for 28 years, and is married and has four children.

Hosting the luncheon was MATA board member, Al Lange of Dorr Aviation Credit Corporation, located at Minneapolis-St. Paul International Airport, and Signature Flight Support, now with locations at Minneapolis-St. Paul International Airport, St. Paul Downtown Airport, and Rochester. □

### Aerospace Welding/Manufacturing Moves To Larger Facility

BURNSVILLE, MINN. – Due to continued growth, Aerospace Welding Minneapolis, Inc and Aerospace Manufacturing, Inc have moved to a larger, more modern plant just minutes from their current site in Burnsville, Minn. "The new facility provides more than twice the square footage of the current building, and allows for a highly efficient flow of materials, and hence the most cost-effective manufacturing processes," stated AWI President Tom Heid. This was the fifth such move for the company since its inception, with each move taking the company to a progressively larger building. The address for the new facility is Aerospace Welding Minneapolis, Inc., 1045 Gemini Road,



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**MN AVIATION INDUSTRY NEWS**  
**CONTINUED ON PAGE 58**

**FAA AWARDS FROM PAGE 32**

The "Wright Brothers Master Pilot Award" is an award given by the FAA to recognize the lifetime contributions toward aviation safety by senior pilots. The award is named after the brothers from the state of Ohio that made the first heavier-than-air powered human flight in North Carolina on December 17, 1903.

Roland Mack has been a certified pilot for 50 years, and does not have any accident history, nor civil penalties or suspensions on his record, which is

a prerequisite to receiving the award.

Through the award, the FAA recognized Mack's lifetime accomplishments for following and continuing to follow the precaution and awareness of safe flight operations. He has demonstrated professionalism, skill and aviation expertise. Mack was awarded a second plaque signed by the FAA Administrator, as well as another lapel pin, and his name has been entered a second time on a Roll-of-Honor book at FAA headquarters.

Presenting the award to Roland

Mack was FAA Aviation Safety Action Program Manager, Raymond Peterson from the FAA Flight Standards District Office in Milwaukee, Wis.

Mack earned his Private Pilot Certificate and Airframe & Powerplant Certificates in 1957. He has worked for Morey Airplane Company in Middleton, Wis., as a mechanic and charter pilot, and for Mead & Hunt of Madison, Wis., as a corporate pilot. Mack is currently a corporate pilot for Vandewalle & Associates of Madison.

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Updates are only available for PC owners, so if you are a MAC owner, you are out of luck, even if (*we are told*) you have the new "Leopard" operating system with Windows XP because the Skybound reader/writer hardware is not compatible with MACs. Also, if you upgrade

to WAAS, you will need at least Windows XP as Microsoft no longer supports older operating systems like Windows 98, so Jeppesen is unable to support them either. Reader feedback on any success using MACs to update the Garmin 400/500 series would be appreciated. Email [info@midwestflyer.com](mailto:info@midwestflyer.com). Jeppesen has evaluated making their Skybound reader/writer compatible with MACs, but there are no plans to support MACs anytime soon.

Full USA coverage for the Garmin GNS 400/500 series runs \$335 annually (updates every 28 days), or \$440.00 annually for two GPS units. With WAAS, the price is \$360.00 (single) or \$460.00 (dual).

Americas coverage for the Garmin GNS 400/500 series is \$385 annually,

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For the Garmin GPS 155/155XL, GPS 165, and GNC 300/300XL, the cost is \$310 annually.

Garmin handheld updates are \$35 for a one-time update, or \$295 for an annual service. Jeppesen will provide handheld update service at Sun n Fun in Lakeland, Fla., April 8-14, 2008, and during EAA AirVenture in Oshkosh, Wis., July 28-Aug. 3, 2008. Customers can also do the handheld updates themselves via both [www.jeppesen.com](http://www.jeppesen.com) and [www.garmin.com](http://www.garmin.com).

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# LIGHT SPORT AIRCRAFT



## Is There Room For The Little Guy In The LSA Manufacturing World?

by Ed Leineweber, CFI

In recent articles in this section, we have examined the Sport Pilot/Light Sport Aircraft movement principally from the perspective of the flight school/FBO and the Sport Pilot Certificate candidate. This time we are going to take a look at the efforts of a small entrepreneur to bring relatively



Bret Kivell of Indy Aircraft, Independence, Iowa, manufacturers of the "T-Bird" LSA.

inexpensive Light Sport Aircraft to a market so far characterized by eye-popping price tags.

### Indy Aircraft, Independence, Iowa

Meet Bret Kivell of Independence, Iowa, who, along with his wife, Jean, own Indy Aircraft, manufacturers of T-Bird Aircraft. I met Bret at his production facility, a 45,000 square foot, two-building set-up in a small industrial park on the edge of Independence, just off U.S. Highway 20. Indy Aircraft uses 5,000 sq. ft. of the total space.

Bret has only been in aviation for 5 years. Several years ago he was introduced to T-Bird flying, and later to Bob Ellefson, then the owner of the T-Bird production company. Initially, the two were working on introducing molded plastic components into the aircraft, through Kivell's East Iowa Plastics business, but Bret ended up buying the company from Ellefson in July 2005. Two weeks later he was working at his own T-Bird exhibit at EAA AirVenture.

Bret is currently pursuing S-LSA certification for the T-Bird II, the side-

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Kit production at Indy Aircraft.

Ed Leineweber

by-side two-seater. He is now about 2 years into the process, and hopes to have the project done in 2008. The effort required has been huge!

Kivell shares the view with others that the ultralight movement has now progressed through four phases. Phase 1 was mounting small engines on hang-gliders. Phase 2 was the evolution of extremely light aircraft. Phase 3 was the development of the full 3-axis-control aircraft, such as the T-Bird II. And Phase 4, which we are now entering, will see the further evolution of these Phase 3 machines into fast, comfortable, capable cross-country aircraft. He expects his product to be part of this era.

### Want To Buy An Aircraft Company?

The T-Bird came to Indy Aircraft having been in production for



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almost 25 years under two previous owners, Ellefson, and the designer of the aircraft, Dale Kjellson. Kivell estimates that 2,500-3,000 aircraft were produced, maybe 65% of which are still flying. However, actual production records are non-existent.

In fact, the documentation concerning the aircraft generally was practically non-existent. The only manual was a very crude set of drawings compiled into booklet form, many of which were merely changed with hand-written notations over the years, photocopied, and sent out to new customers.

What Kivell got was a pile of pattern pieces according to which production parts were fabricated. Many of these pieces showed design and production changes over the years, such as drilled holes taped over with notations like "don't use this," etc., or more commonly, there was no documentation of production changes at all.

This process used by the previous owners worked well for them for years, especially when the primary purpose of the system was to make parts for a new kit. Unfortunately, as the fleet of older aircraft grew, it became nearly impossible to identify the proper replacement part for an existing older plane. More importantly, the system failed to meet documentation requirements for manufacturing Special Light Sport Aircraft (S-LSA) under the ASTM consensus standard.

Bret and his staff then began the long, laborious and painstaking task of carefully inspecting, cataloging and numbering each separate pattern piece. Kivell also received a set of jigs used in the fabrication of parts that also had to be carefully organized and documented.

According to Kivell, Indy Aircraft has had to virtually reverse the engineering of the T-Bird II in the process of producing the S-LSA documentation. Each part had to be drawn, numbered into a new part numbering system, and described in detail, including supplier information, materials, name, function, etc. There are about 2,000 parts in a T-Bird II.

Kivell showed me the new T-Bird II manual his company has developed to replace the old compilation of scribbled-up photocopied drawings. It is a very professionally produced, spiral-bound work of industrial art, and cost Indy Aircraft according to Kivell about \$500 a copy so far. But this is only one of the many steps necessary to obtain compliance with the ASTM consensus standards and S-LSA certification.

I took a look at the Indy Aircraft parts room, meticulously organized and labeled with part numbers and various codes. Bret is the quality assurance inspector for the T-Bird and controls all parts coming into the room. Each part must be inspected for quality and conformance to specifications. Some parts must originate from certified vendors and are marked as such. No rejected parts may be received in the parts room, but

must be kept elsewhere until disposed of or returned.

Out on the factory floor, I viewed many of the pattern pieces and jigs that came with the purchase of the T-Bird aircraft rights. The patterns are stored when not in use on large, carefully organized movable panels, with each pattern numbered. Those pattern pieces, which have been inspected and documented in the reverse engineering process already mentioned, are then painted bright yellow. Eventually, the entire production process will be organized and documented in this way.

The metal components of the T-Bird are mostly aluminum or chrome molly tubing, so the production process involves much measuring, cutting, bending and drilling of these materials. The worktables, tube bending machines, drills and cut-off saws all occupy a section of the Kivell buildings otherwise dedicated to East Iowa Plastics operations.

### ***Where To Go From Here?***

Kivell is uncertain how he will market the T-Bird as an S-LSA. Although prior owners have sold through a dealership structure, he is not certain he will continue in this manner. He does express interest in Experimental-Light Sport Aircraft (E-LSA) kit sales, unlike most of the S-LSA companies so far. His sense is that there might be a greater profit margin in this product, but, like other manufacturers, he is concerned about liability, since the company is depending upon the buyer to build the aircraft, which will probably only amount to final assembly and flight testing for most sales.

Right now sales are slow, and Kivell suspects they are for many other companies in his market niche. He is happy to use this time to complete the S-LSA certification project. One factor contributing to slow sales might be the fact that the window to register "fat ultralights" like the T-Bird II as E-LSAs closed



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on January 31, and it has probably been too late to meet that deadline since mid- fall of 2007. (Buyers, since adoption of the Sport Pilot-Light Sport Aircraft rules in September 2004, probably had E-LSA airworthiness certification in mind for their aircraft.) Bret's focus for the present is the completion of the S-LSA compliance process. He also sees a potential for overseas sales of the T-Bird, especially now with the low dollar relative to the Euro and other major trading partner currencies.

Kit prices for the T-Bird II start at about \$18,000 for the basic kit and go up from there. Two different S-LSA models are being considered. The first is a stripped-down, low-cost trainer in the \$30,000 range, intended to serve the flight training industry. There appears to be a need for a very ruggedly built, relatively inexpensive, lightweight, side-by-side trainer, as discussed later in this article.

For those wanting a more capable, cross-country, higher-end "breakfast cruiser," Indy Aircraft will offer a range of options, including a Rotax 912ULS 100 hp engine. Prices for these aircraft will probably be about \$50,000.

### ***Do I Know You?***

Kivell has found himself having to take a hard line with owners of older used T-Birds. With as many as 2,000 still flying, he has been inundated with calls from owners, or prospective owners, who want free information about these "legacy" aircraft, and yet do not want to buy anything significant from Indy Aircraft. Furthermore, since there are no production records, nor were individual aircraft given serial numbers, it is difficult to be assured that current parts will fit old machines.

"Because of poor parts documentation, both in the manual and within the factory, we found ourselves spending considerable time researching accurate part replacement for the owner," Kivell says. "In

some cases, we would spend more time helping an owner get his plane ready for its E-LSA inspection than the DAR inspector himself needed to inspect the aircraft. In effect, we were functioning as free consultants for hundreds of owners, most of who were not, and had little intention of, patronizing our business significantly enough to compensate us for our efforts," he lamented. This leads to frustration all around, and the potential for bad publicity on the message boards and forums that inevitably develop among owners of a given make of aircraft.

Kivell has formulated a policy, which attempts to screen him and his staff from wasting time with non-buyers while the S-LSA certification project drags on. "It is truly unfortunate," says Kivell, "especially during this time of transition to the Light Sport Aircraft era. But the reality is that owners of used T-Birds and Indy Aircraft have different objectives. They bought a

used plane and understandably want to keep their hobby low-cost. But the assistance they are asking of us is not low-cost to us. Somehow we need to be compensated for helping them. Our policy we developed attempts to address that as fairly as we possibly can," he asserted.

### ***What's Good & Not So Good About The SP-LSA Rules?***

Turning to the state of the Sport Pilot-Light Sport Aircraft movement generally, Kivell has lots of opinions and ideas. First, he predicts that only about 20% of eligible fat ultralights will come in under the E-LSA conversion rules. Fully 80% will not, with the owners continuing to fly outside the system, as they have been. The market value of these outlaw machines will drop dramatically, and might even result in less pressure on Indy Aircraft to give away their time consulting with their owners.

***CONTINUED ON PAGE 44***

## **Land Available!** **Twin County Airport ★ Menominee, Michigan**

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# Aeronautics Report

Wisconsin Bureau of Aeronautics

P.O. Box 7914, Madison, WI 53707-7914

David M. Greene, Director

(608) 266-3351

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## Meet WisDOT/Aeronautics Official, Gary Dikkers *Aeronautical & Technical Services Section*

**D**o you need to build a hangar at an airport, but aren't sure if it will be compatible with the airport's airspace? Do you want to build something near an airport and want to make sure it won't have an adverse effect on air navigation? Are you wondering how your airport can get one of those "new-fangled" WAAS-LPV approaches?



Gary Dikkers

If so, you need to talk with Gary Dikkers of WisDOT/Aeronautics Aeronautical and Technical Services Section.

Gary joined WisDOT in 1998 after a career as a pilot and officer in the U.S. Air Force. Now he typically completes about 2,000 airspace studies annually when people or companies propose building things on or near Wisconsin's 135 public-use airports.

Gary enforces Wisconsin state statutes 114.135, Airport Protection,



Gary Dikkers as seen as a pilot in Vietnam with a Cessna O-2A.


and 114.136, Airport Approach Protection, deciding which tall tower proposals will need state permits. He works closely with and advises the zoning officials at the 88 public-use airports in Wisconsin that have height-limitation zoning ordinances (HLZO). He also works closely with

telecommunications companies, wind energy companies, and contractors, advising them on locations to build their projects that will have the least effect on Wisconsin's airspace.

As Wisconsin's state block grant point of contact to the Federal Aviation Administration (FAA), Gary maintains a close liaison with FAA offices across the country dealing with matters as diverse as flight procedures, airways facilities, and air traffic. His goal is to ensure that nothing gets built that would adversely affect Wisconsin's excellent air transportation structure.

Gary has degrees in civil engineering from the U.S. Air Force Academy (B.S.C.E.) and Purdue University (M.S.C.E.), and enjoys taking aerial photographs and writing about military and aviation history.

While in the Air Force, he flew the O-2A in Vietnam logging more than 840 hours of combat time. He was an instructor pilot in the supersonic T-38 trainer with almost 2,000 hours of instructor time, and was also a fighter pilot flying the F-4E Phantom II.

For assistance relative to protecting Wisconsin airports from tall towers, contact Gary Dikkers at 608-267-5018. 

## What's New With NOTAMs

by Jeffery Taylor

WisDOT Aviation Consultant

**W**hile Notices-To-Airmen (NOTAMs) may not be the most exciting information you look at during a



Jeff Taylor

pre-flight briefing, they can often be the most important. Too often overlooked, NOTAMs are issued to disseminate recently generated aeronautical

information about runway closures, navigational aid outages, taxiway closures, and other safety-critical information, but for the first time in nearly 50 years, they are changing.

The FAA has started a three-year process to improve and adapt the NOTAM system to today's needs. Similar to our adoption the ICAO (International Civil Aviation



Organization) METAR weather format, NOTAMs are also changing to the ICAO format.

In doing so they have adopted the ICAO criteria for “*aerodrome movement area*.”

By adopting the ICAO criteria, the FAA has eliminated the Local or “L” NOTAM. All NOTAMs that were considered L NOTAMs will be “D” NOTAMs. This means they will be sent across the country for everyone to see. You will not need to ask the briefer for L NOTAMs specifically. Local NOTAMs were always supposed to be ones that you should be aware of, but they probably would not cause you to change your destination. Examples of these would be taxiway closures, PAEW (People And Equipment Working) or PAPI out-of-service NOTAMs. Before, the NOTAMs were split up into “L” and “D” NOTAMs because the computer systems of old were not capable of handling the large volumes of which today’s computers can handle.

The most significant change you may have noticed is the change in the format. Starting on January 28, 2008, all new NOTAMs will include one of 12 keywords that will describe the NOTAM and allow you to group them into understandable information. It’s important to note that only new local NOTAMs will be in the system at first. Existing local NOTAMs will be added as time permits and it could take months before every relevant NOTAM is available electronically.

### **Keywords that the NOTAMs will contain:**

#### **AD (Airport or Aerodrome)**

– The AD keyword will thus apply to any hazard to aircraft operations on, or within, 5 SM of an airport, heliport, helipad, or maneuvering area. AD is the new designator for Airport NOTAMs instead of AP because it is the international contraction for Aerodrome.

**RWY (Runway)** – This keyword applies to takeoff and landing surfaces, as well as to their associated

lighting and signage.

**TWY (Taxiway)** – This keyword will be used in D NOTAMs that address conditions pertaining to single or multiple taxiways. A D NOTAM using the TWY keyword will identify each taxiway by letter or letter/number.

**APRON or RAMP** – The new D NOTAM format will use the keywords APRON or RAMP for any hazard associated with this part of the aerodrome.

**OBST (Obstruction (tower lights, etc))** – The OBST keyword applies to D NOTAMs on such hazards as moored balloons, kites, towers, cranes, stacks, etc. This keyword will also cover outages of obstruction lighting within a 5 SM (4.3 NM) radius of an airport, or outages outside a 5 SM radius that pertain to obstacles exceeding 200 feet AGL.

**NAV (NAVAIDs)** – The NAV keyword will be used to report the status of navigation aids, such as VOR, ILS, GPS, WAAS, NDB, TACAN, and MLS.

**COM (Communications)** – The COM keyword applies to D NOTAMs regarding the commissioning, decommissioning, outage, unavailability, and ATC frequency status of a communications outlet.

**SVC (Service Tower, FBO, etc)** – The SVC keyword will be used to provide information on the status of facilities and services other than communications or navigation outlets. Examples could include fuel availability, or service hours for a part-time control tower.

**AIRSPACE** – Any hazard associated with special-use airspace, aircraft operations, aerial refueling, unmanned rockets, balloons, fireworks, parachute jumping or sky diving, or high altitude balloons will be coded with the AIRSPACE keyword

**U (Unverified)** – If a condition meets NOTAM criteria, but has not been confirmed by the airport manager or another appropriate authority, it will be coded with the (U) keyword.

U for Unverified is what you will see whenever the received information is vital for the pilots to know, but it was given by someone who is not really authorized to issue a NOTAM. For instance, a pilot on approach to Rice Lake Airport calls and says the ILS is not working. In this case only airport managers or airway facilities technicians are really allowed to issue NOTAMS about the NAVAIDs serving their airports, but the condition is something that really needs to be known – so we go ahead and issue the NOTAM as U. Later, when Flight Service has gotten hold of the manager, it is cancelled and re-issued as NAV.

**O (Other)** – The (O) keyword will apply to aeronautical information from any authorized source that does not meet defined NOTAM criteria, but may still be useful to pilots. For example, the (O) keyword might be applied to a D NOTAM concerning the controlled burn of a structure near the airport. Note, however, that any hazard within the 5 SM area that defines “aerodrome” would be reported using the “AD” keyword.

### **Here are a few examples with keywords underlined:**

- MRJ 01/003 MRJ SVC AWOS CIG UNREL
- ASX 02/014 ASX NAV VOR OTS
- GRB 02/499 GRB AD PTCHY THN PACKED SN/ICE WEF 0802271620
- LSE 02/040 LSE OBST TOWER 2045 (819 AGL) 6.46 SW LGTS OTS (ASR 1035149) TIL 0802282228

While many changes are taking place with D NOTAMs, the formatting of Flight Data Center (FDC) NOTAMs has not been changed. FDC NOTAMs are information that is regulatory in nature pertaining to flight, including, but not limited to, changes to charts, procedures, and airspace usage, and includes the important Temporary Flight Restriction (TFR) NOTAMs.

**CONTINUED ON PAGE 45**



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

**Gary E. Workman, Director**

**Dan McDowell, Editor**

Minnesota DOT Office of Aeronautics

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## Travel Impact

by Gary Workman, Director

Mn/DOT Office of Aeronautics

Those who have been regular readers of this column have in the recent past seen the inclusion of information, or a total article about the economic impact of General Aviation



Gary Workman

(GA) in Minnesota. I believe it is always a good idea to remind people of how great that impact is.

We must look at the four main parts that make up the overall picture, to get a clearer view of the economic impact of GA. Those parts are described as direct, indirect, induced and hospitality impact. Utilizing

current national figures (2005) provided by the Aviation Safety Council, we discover that the annual GA impact in Minnesota is:

Economic Impact of General Aviation  
Direct Impact is \$357 Million (on airport providers).

Indirect Impact is \$31.4 Million (by users of services at airports).

Induced Impact is \$388.8 Million (flow-through dollars to the community).

Hospitality Impact is \$885.8 Million (by visitors arriving through local airports).

The total of these four parts is \$1,663,000,000 in statewide economic activity! That is not a number anyone can brush aside as insignificant?

This short article clearly is not meant to be a comprehensive overview of the economic impact of GA, but rather a broad and quick view of its impact in Minnesota. It is

meant to demonstrate to you just how valuable your airport and aviation in general is to your community.

Now, when you see a small, single-engine airplane or any other GA aircraft including corporate aircraft, think about how they are contributing to the economic successes in your community and at your airport. The front door to your community is your airport. That means the mile of asphalt or concrete runway is your community's connection to the world. It is in essence, your "billion dollar mile!"

Please do your part to help assure the continued safety and success of aviation and your local airport.

\*Special thanks to Mr. Jerry Brown, Vice President Business Development, at Aviation Safety Council, Inc., 612.280.3044, jbrown@FlyingAdventures.com, www.FlyingAdventures.com, for his generous efforts in providing the data shared in this column. □

## 50+ Reasons Why!

by Dan McDowell

Public Affairs Coordinator  
Mn/DOT Office of Aeronautics

Quick! Write down 25 reasons why your community needs its airport!

Your airport is the front door to your community. It is a very high value asset to the community and the region it serves. It also provides immediate access to many different services, businesses, and technologies that we have all come to depend on or expect in our daily lives. Listed below are more than 50 reasons why

an airport is so important to your community and the surrounding region. This is not an all-inclusive list.

Take a look! Remember, that if your airport is restricted by encroaching development or worse, if the "uninformed" want to close the airport and turn it into a strip mall or housing development, here are a number of "things" your community could lose in a very short period of time, if not immediately. (They are not listed in any order of precedence or priority):

Medivac Flights  
Overnight Packages  
Disaster Relief  
Mail

Fresh Foods  
Fresh Seafood  
Law Enforcement  
Traffic Reporting/Safety  
Fire/Flood Protection  
Flight Training  
News (local/regional/national)  
Weather  
Search & Rescue  
Agriculture  
Mapping  
Pipeline/Power Line Inspection  
Recreation  
Forestry Management  
Energy & Mining  
Environmental Protection  
Construction  
Wildlife Management

Surveying & Charting  
 Banking & Finance  
 Aerial Photography  
 Military  
 Sports Broadcasting  
 Marketing & Advertising  
 General Transportation  
 Land-Use Planning  
 Border Patrol  
 Maritime Patrol (rivers and lakes)  
 Damage Assessment  
 Radiological Monitoring  
 Drug Enforcement  
 Pest Control  
 Surveillance  
 Sight-seeing  
 Aerial Combat Simulation  
 State & Local Governments  
 Emergency Medical Organ Airlift  
 Charter Service  
 Air Taxi  
 Angel Flights  
 Aerospace Education  
 Tourism

Economic Engine For The City/Region  
 Aerial Damage Assessment  
 Doctors/Nurses/Specialists (fly into  
 small communities that do not have  
 complete medical facilities)  
 City/County Leadership  
 Environmental Impact Assessments  
 Entertainment (national and regional  
 artists and performers)

There are very few communities in this nation that can afford to lose access to these services and technologies. There are even fewer communities that can afford to have all these goods and services trucked in, or the aerial services attempted as a ground-based service.

Bear in mind if your community builds one mile of new, high-quality road, the businesses that may locate there will likely benefit from that road. But if your community builds a mile-long runway, aircraft capable of

spanning the country can now access your airport and provide not only tremendous value and economic activity locally, but they also provide a direct link to international airports and the world.

The continued success and growth of aviation depends on every airman's involvement. Every person involved in aviation should go into their communities and begin educating and informing everyone about the value aviation brings to the entire community. It is a win-win opportunity to help assure that your citizenry and leaders understand the value and benefits that your community airport brings to everyone in your city and the surrounding areas.

The choice is yours, 5,280 feet of highway that will take you exactly one mile, or 5,280 feet of runway that will take you anywhere in the nation and the world! □

#### AWARDS & RECOGNITION

### Philanthropist & Media Pioneer Ted Turner & Developer Jim Jacoby To Receive 2008 Lindbergh Awards

MINNEAPOLIS, MINN.

– Ted Turner, chairman of the Turner Foundation and founder of CNN, the world's first live, in-depth, around-the-clock news television network, will be the recipient of the 2008 Lindbergh Award in recognition of his dedication to the environment. The Jacoby Group will be the foundation's third recipient of the Lindbergh Corporate Award for their commitment to sustainable and environmentally sensitive development. A gala will be held at The Ritz Carlton, Buckhead, in Atlanta, Ga., on Saturday, May 17, 2008. Turner and Jacoby will speak at the 2008 Lindbergh Award Celebration, which includes a reception, silent auction, program and dinner.

“As the largest landowner in the country, Ted Turner is making a huge



Ted Turner

contribution toward not only protecting the environment from development, but also promoting the conservation and re-introduction of native species on his land,” said Foundation Chairman John King. “Mr. Turner has been extraordinarily successful in his business ventures.

His efforts on behalf of the environment have been equally monumental, and combined with his recent business endeavor to provide clean energy solutions for commercial and industrial clients make him an ideal recipient for the Lindbergh Award.”

The Lindbergh Award is presented annually 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.

The Lindbergh Corporate Award is presented to a corporation or organization whose concern for and dedication to the environment and improving our quality of life is demonstrated through their business practices.

“Jim Jacoby is an outstanding example of what the Lindbergh Foundation is trying to accomplish with the Corporate Award,” said John King. “The Jacoby Group was a typical big retail developer, but is now committed to balancing the needs of people by focusing on sustainable development, which preserves and protects the environment on which we all rely. The Jacoby Group clearly demonstrates that environmentally conscious businesses can still be profitable. Best of all, Jim has the guts to say ‘no’ to a project when he believes it’s best for the environment. For this, he and The Jacoby Group are to be commended.”

The Jacoby Group has come to understand that the nation's environment and economy are linked. In the late 1990s, Jacoby took a special interest in urban sprawl and



### **LINDBERGH AWARDS CONTINUED**

its impact on the quality of life. As a result, the company's corporate focus changed to non-traditional

development projects, emphasizing sustainability, "smart growth" and the concepts of new urbanism. Jacoby believes, and has proven, that "green

is good."

For information about the 2008 Lindbergh Award Celebration, please visit [www.lindberghfoundation.org](http://www.lindberghfoundation.org). □

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### **ND SYMPOSIUM FROM PAGE 31**

Among the presenters of these seminars were Michael Lotzer and Rusty Keagle of Rapco Fleet Support of Hartland, Wis.

There was a hangar party at the Fargo Air Museum on Sunday evening.

The symposium concluded with the North Dakota Aviation Hall of Fame Banquet on Tuesday, March 4, in which Gerald S. (Gerry) Beck of

Wahpeton, N.D. was inducted. Beck was a 1971 graduate of the University of North Dakota, and taught industrial education in Grand Forks initially before going into the aerial application business. He developed a number of crop spraying innovations such as the "Quick-Offs" and "SuperBooms" that are in wide use today. In more recent years, his company, "Tri-State Aviation," was widely known and respected in the warbird community

for its aircraft restorations. Beck completely built a P-51A Mustang, including the parts, and contributed greatly to the restoration of the "Red Tail" Tuskegee Airmen P-51C project. Beck was also instrumental in establishing the Fargo Air Museum. Beck died on July 27, 2007, as a result of an aircraft accident during the showcase flight at EAA AirVenture in Oshkosh, Wis. He is survived by his wife, Cindy, and daughter, Whitney. □

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### **INDY AIRCRAFT FROM PAGE 39**

Kivell predicts that the FAA will continue to ignore the fat ultralight issue for single-seat machines, but will become involved in accidents/incidents involving two-seaters that are not FAA-registered and carrying airworthiness certificates.

Bret's only real criticism of the new SP-LSA rules is the prohibition on the use of E-LSA conversion aircraft for flight training after January 31, 2010, and the requirement that flight training after that date be conducted in new S-LSAs. He feels this exacerbates the problems of lack of training aircraft in the field, and forces flight instructors to buy expensive new trainers when the older machines are safe enough to be used for years.

"This rule alone might put Sport Pilot training out of the reach of many potential Sport Pilot Certificate candidates who wish to enjoy the low-and-slow aspects of rag-and-tube aircraft," he notes. "It's an expensive process for a company to develop a S-LSA-compliant ultralight-like plane, and the resulting product will be vastly more expensive than in the past. The finished plane will be no different, but the labor to build it, and the overhead cost of certifying a factory-built plane, will make the exact same aircraft far more expensive."

Kivell continues: "Obviously

we want training to be safe, but it is impractical to expect the LSA industry to survive if a prospective buyer of our aircraft must take lessons in a plane that costs four to five times as much as the kit he/she is interested in buying in the first place.

"Furthermore," Bret maintains, "it will be difficult for an instructor to make a go of it with these aircraft. The instructor must make a major investment in his aircraft, and then obviously must pass the cost on to his student. However, these are calm-day, fair-weather aircraft. There are far fewer days conducive to training with these planes compared to higher-speed, higher-cost designs. A decent return on investment for an instructor buying a factory-built trainer is going to be very difficult to achieve, in my opinion."

According to Kivell, the prohibition on the use of proven aircraft for flight training, will increase the cost of such training in these aircraft, or make it cost-prohibitive altogether, thereby limiting the expansion of this corner of aviation, which is precisely the area of expansion contemplated by the SP-LSA initiative. This criticism strikes at what appears to be a central problem with implementation of the SP-LSA so far: the lack of training aircraft in the field.

"Think about it," he urges. "For nearly a quarter of a century, proven, well-established designs

of light aircraft have been safely manufactured, and flown by tens of thousands of people – the very same people who pioneered the path to Light Sport Aircraft in the first place. Now, the companies manufacturing these proven designs must make a major investment in engineering, administrative and liability protection costs to offer a 'factory trainer' to effectively support proper training and marketing of their plane. That cost must be passed on to the customer somehow. This makes the training more expensive, the airplane more expensive, or both. In some ways, this one single rule requiring that flight training can only be done in S-LSAs after January 31, 2010, has completely undermined the whole philosophy of 'experimental aircraft.'"

### ***Davids & Goliaths In The S-LSA Marketplace***

While Bret Kivell was initially guardedly optimistic that the entry of the big players will help legitimate the market in the eyes of the public and insurance companies, he now has grave concerns about what the actual effect will be on companies like Indy Aircraft. He is concerned that, with the considerable lobbying power of big players, the administrative requirements and regulations will make doing business too costly for

## Chicago To Celebrate 50<sup>th</sup> Annual Air & Water Show

small companies making “fair weather hobby aircraft.” Kivell worries that at the low end of the price spectrum, the cost of airplanes like the T-Bird is evolving from being made up of mostly direct costs, like materials and assembly labor, as it used to be, to burdensome administrative, regulatory and development costs necessary to compete in the new marketplace, thereby eroding the low-cost potential of these airplanes.

Kivell is concerned that products like his will be squeezed out. “In my opinion, the LSA rules were intended to make flying light aircraft safe, not expensive,” he says. “But I see the trend to the expensive side, making it difficult for a low-cost, fair-weather hobby aircraft to exist.” Only time will tell how it will all play out.

Meanwhile, look for the little T-Bird from Indy Aircraft of Independence, Iowa to soon join the ranks of S-LSA. Let’s welcome the aircraft to the fold and wish it success! □

### NOTAMS FROM PAGE 41

Pilots have long been frustrated by the FAA’s NOTAM system; it was formatted for Teletype machines, cluttered with archaic acronyms, distributed via hard copy and lacking graphics. The FAA says that by 2009, NOTAMs will be reorganized into a single federal system that is compliant with international standards. With the new system, all NOTAMs will be available to you prior to your flight. The new NOTAM formatting is designed so that in the future, computers can be programmed to pick up on the keywords and separate the types of NOTAMs into categories. Then, when you are being briefed, the briefer will not bother to open up the pages full of unlighted radio towers during the day or whenever you are traveling well above that altitude. No one will need to sift through surface information for the hundred airports enroute just to find information that could be pertinent. □

CHICAGO, ILL – The 2008 Chicago Air & Water Show celebrates 50 years with three days of daredevil thrills in the air and on the water at North Avenue Beach and along Chicago’s magnificent lakefront August 15, 16 & 17. Over the years, the show has become a summer tradition featuring aviation’s top military and civilian airshow pilots. The 50<sup>th</sup> Annual Chicago Air & Water Show presented by Shell Oil Products U.S. and the City of Chicago promises to be like no other. And for the first time there will be a Friday night show and evening concert at North Avenue Beach.

The U.S. Navy Blue Angels and the U.S. Army Golden Knights Parachute Team will headline the show and an all-star cast of civilian performers including the Aeroshell Aerobatic Team, Lima Lima Flight Team, Team Oracle, and Sean D. Tucker. Other performers are to be announced.

Friday, August 15 is a special addition to this year’s show. In prior years, Friday has been designated as a rehearsal for the big show that weekend. This year the U.S. Navy Blue Angels will kick off the festivities at 3:00 p.m., followed by the U.S. Army Golden Knights Parachute Team. Immediately following the headliners there will be a FREE concert at the North Avenue Beach Boat House (talent details to be announced at a later date). The night show will conclude at 9:00 p.m. with a spectacular fireworks display.

The Chicago Air & Water Show is held along the lakefront from Fullerton to Oak Street, with North Avenue Beach as the focal point. On Saturday, August 16, and Sunday, August 17, the water show begins at 9 a.m. and the air show runs from 11 a.m. until 4 p.m. both days.

The first lakefront show was held in 1959 at Chicago Avenue and Lake Michigan. Titled the Lakeshore Park Air & Water Show it featured a Coast Guard Air Sea Rescue demonstration,



(Top) U.S. Coast Guard demonstrates a water rescue. (Bottom) “Chicago 5 Skiers” in Tootoos.

water skiers, a water ballet, games and a diving competition. Forty-nine shows later and with audience numbers reaching an average of 2.2 million annually, it is one of the largest consecutively running spectator events in the United States. The Chicago Air & Water Show is more than an event; it is an occasion and an established tradition for many Chicagoans and visitors alike.

The 50<sup>th</sup> Annual Chicago Air & Water Show is free to the public and made possible by presenting sponsor Shell Oil Products U.S. and these additional sponsors: The Boeing Company, Chicago Tribune, ABC 7 Chicago, WBBM Newsradio 780, U.S. Cellular, Hinckley Springs, M\*M Graphics, Gavin Arts, Oracle, Chicago Transit Authority, Communications Direct, Ford, LaGrou Distribution System, Military Channel and Pepsi-Cola.

For information on the 50<sup>th</sup> Annual Chicago Air & Water Show, visit their website [www.chicagoairandwatershow.com](http://www.chicagoairandwatershow.com) or contact the Mayor’s Office of Special Events at (312) 744-3315.

For hotel reservations contact the Hyatt Regency McCormick Place, the host hotel for the 50<sup>th</sup> Annual Chicago Air & Water Show, via their website at [www.mccormickplace.hyatt.com](http://www.mccormickplace.hyatt.com) or visit [www.choosechicago.com](http://www.choosechicago.com) □

# CALENDAR

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**NOTAM: Pilots, be sure to call ahead  
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 2008

- 5 FORT DODGE, IOWA - Chili Fly-In 11am-2pm. 515-955-3434.
- 5 YORK (JYR), NEB. - Fly-In Breakfast with custom-made omelets, burritos, eggs, sausage & pancakes 8-10am.
- 5\* AMES (AMW), IOWA - Pancake Breakfast 8am-Noon. 507-272-4323.
- 6\* DUBUQUE, (DBQ) IOWA - Pancake breakfast 8am-Noon. 563-589-3277.
- 8-14 LAKELAND, FLA. - Sun 'n Fun Fly-In. Lakeland Linder Regional Airport. 863-844-2431. [www.sun-n-fun.org](http://www.sun-n-fun.org)
- 12\* DUPAGE (DPA), ILL. - Annual Pilot Association Pilot Safety Seminar 9am-Noon. [www.dupagepilots.org](http://www.dupagepilots.org). [info@dupagepilots.org](mailto:info@dupagepilots.org)
- 16 VERMILLION (VMR), S.D. - Potluck Cookout 6pm.
- 19 CRETE (CEK), NEB. - Fly-In Breakfast 7:30-10:30am.
- 19 TEA (Y14), S.D. - Fly-In Breakfast 7-11pm.
- 19\* DETROIT (YIP), MICH. - Pancake Breakfast 7:30am-Noon at Willow Run Airport. 734-395-6001.
- 19\* LEE'S SUMMIT (LXT), MO. - Pancake Breakfast 7:30-11am. 816-358-1458.
- 19-20\* PEORIA (PIA), ILL. - Airshow featuring Blue Angels. [www.prairieair.org](http://www.prairieair.org)
- 20\* RANTOUL (TIP), ILL. - Pancake Breakfast at Frank Elliot Field. 314-882-6892.
- 23-24 WEST DES MOINES, IOWA - Iowa Aviation Conference at Sheraton West Des Moines Hotel. For more info [iawings.com](http://iawings.com) Registration, Sue Heath 515-727-0667.
- 23-25 BLOOMINGTON, MINN. - Minnesota Airports Conference. Contact Judy Meyers at 800-657-3922 x7232 or [judy.meyers@dot.state.mn.us](mailto:judy.meyers@dot.state.mn.us)
- 25-27 OSCEOLA, IOWA - 99s North Central

Section Meeting, 175/DSM, Terrible's Lakeside Casino & Resort.

[www.iowa99s.org](http://www.iowa99s.org)

- 26\* OSHKOSH (OSH), WIS. - Pancake Breakfast, Open House & Safety Seminar 7am-Noon. RSVP 920-232-6024.
- 27-29\* PRAIRIE DU CHIEN (PDC), WIS. - WISCONSIN FLYING FARMERS CONVENTION. 608-883-2896 FOR DETAILS.

## MAY 2008

- 3 BLOOMINGTON, MINN. - Minnesota Aviation Hall of Fame at Ramada Inn/Thunderbird Convention Center. Contact Noel Allard at [nallard@unitelc.com](mailto:nallard@unitelc.com).
- 3 YORK (JYR), NEB. - Fly-In Breakfast with custom-made omelets, burritos, eggs, sausage & pancakes 8-10am.
- 3\* MIDLAND (3BS), MICH. - Pancake Breakfast 7-11am 989-274-1683.
- 3-5\* BRAINERD, MINN. - Annual Safety Seminar & Seaplane Fly-In on Gull Lake at Cragun's Resort. [www.mnseaplanes.org](http://www.mnseaplanes.org)
- 4\* ROCKFORD (RFD), ILL. - Pancake Breakfast 7am-Noon at Courtesy Aircraft Sales. Arrivals from the EAST, approach from north or south-avoid flying directly to RFD. Monitor ATIS. 414-708-6588.
- 5-7 APPLETON, WIS. - 53rd Wisconsin Aviation Conference at the Radisson Paper Valley Hotel. [www.wiama.org/conference.htm](http://www.wiama.org/conference.htm). Contact Pete - 715-358-2802.
- 7 BROOKINGS (BKX), S.D. - Potluck Supper. 6:30pm at the farthest east hangar (McLaughlin's). If you fly-in you aren't required to bring anything.
- 10\* POINT LOOKOUT (PLK), MO. - Fly-In & Open House Pancake Feed 8am-2pm. 417-332-1545.
- 10\* MOSINEE (CWA), WIS. - Fly-In & Open House 7am-5pm. Breakfast 7am & Pig Roast at Noon. 715-693-6111.
- 11\* ALPENA (APN), MICH. - Fly-In Lunch 10:30am-1:30pm. 989-354-5465. [www.gasch.net/ea](http://www.gasch.net/ea)
- 16-18\* KEWANEE (EZI), ILL. - Midwest Aeronca Festival. [www.angelfire.com/stars4/aeroncafest/](http://www.angelfire.com/stars4/aeroncafest/) 309-854-2393.
- 16-18\* MINNEAPOLIS (MSP), MINN. - Minnesota Military Expo 10am-4pm. 88th Infantry Division Museum full of WWII era. [www.mninter.net/~blkeagle/expo/](http://www.mninter.net/~blkeagle/expo/) 612-713-3011.
- 17 TEA (Y14), S.D. - Fly-In Breakfast 7-11pm.
- 17 CRETE (CEK), NEB. - Fly-In Breakfast 7:30-10:30am.
- 17\* DECATUR (DEC), ILL. - Fly-In Breakfast 8-11am. 217-795-2393.
- 17\* MORA (JMR), MINN. - Pancake Breakfast 8am-Noon.
- 17\* BELOIT (44C), WIS. - Pancake Breakfast & Fly-In 7-11am. Classic Auto Show. 815-985-0717.
- 17\* LEE'S SUMMIT (LXT), MO. - Pancake Break-

fast 7:30-11am. 816-358-1458.

- 17\* ALEXANDRIA, MINN. - Armed Forces Day Fly-In Belgian Waffle Feed 8am-12:30pm. 320-762-1333.
- 17-18 BLAINE (ANE), MINN. - Blaine Aviation Days. Pancake Breakfast, two museums open for viewing 7am-4pm each day. 17th - Evening Hangar Dance with Dave Andrew's Big Band 8pm-Midnight. [www.discoveraviationdays.org](http://www.discoveraviationdays.org) 651-653-2063 or [lyleap@comcast.net](mailto:lyleap@comcast.net)
- 18 OWOSSO (KRNP), MICH. - Spring Fly-In BBQ Lunch 11am-3pm. 989-743-4519.
- 18 BENTON HARBOR (BEH), MICH. - Pancake Breakfast. 269-927-3194 x11.
- 18 BRODHEAD (C37), WIS. - Fly-In Breakfast 7-Noon. [www.eaa431.org](http://www.eaa431.org)
- 18\* PORT HURON (PHN), MICH. - Pancake Breakfast 7am-Noon at St. Clair County Int'l Airport. 810-364-6890.
- 18\* ROMEOVILLE (LOT), ILL. - Breakfast 7am-Noon at the Lewis University Airport. 630-243-8213.
- 18\* MOUNT MORRIS (C55), ILL. - Breakfast 7am-Noon at the Ogle County Airport. 815-732-7268.
- 18\* TAYLORVILLE (TAZ), ILL. - Breakfast 7-11am at the B&L Hangar. 217-226-4005.
- 20-21\* CHAMPAIGN, IL - Illinois Aviation Conference at Hilton Garden Inn; nationally-known speakers. Contact IAC - 217-528-5230. [www.p-a-m-s.com/iata](http://www.p-a-m-s.com/iata)
- 21 VERMILLION (VMR), S.D. - Potluck Cookout 6pm.
- 24\* CAHOKIA (CPS), ILL. (St. Louis, Mo.) - Midwest Regional Fly-In. 618-337-6060. <http://midwestflyin-org/>
- 24\* CHESANING (50G), MICH. - Brats N Dogs Fly-In 11am-4pm. 810-513-4255.
- 24\* NEWTON (TNU), IOWA - Flight Breakfast 7-11am. 641-792-9764.
- 24-25 JANESVILLE, WIS. - ABD Supply Co. Inc. Southern Wisconsin AirFEST featuring the Canadian Snowbirds & other acts. [www.swairfest.org](http://www.swairfest.org) [info@swairfest.org](mailto:info@swairfest.org) 608-754-5405.
- 25\* LAKE CITY (Y91), MICH. - Pancake Breakfast 7-11am at Home Acres Sky Ranch Airport. 248-486-7132.
- 30-6/1 POPLAR GROVE (C77), ILL. - Army Wings & Wheels. 10am-4pm. Re-enactment. Pancake Breakfast. 815-547-3115. [www.ArmyWingsAndWheels.com](http://www.ArmyWingsAndWheels.com)
- 25\* PORTAGE (C47), WIS. - Breakfast 7am-Noon. 608-742-3300.
- 31\* SPARTA (CMY), WIS. - Lumberjack Breakfast 7am-Noon. 608-269-6511 x228.

## JUNE 2008

- 1 AUDUBON, IOWA - Flight Breakfast 6:30-10:30am. 712-563-3780.
- 1 POPLAR GROVE (C77), ILL. - Army Wings & Wheels. L-bird fly-in. 10am-4pm. 815-547-3115. [www.ArmyWingsAndWheels.com](http://www.ArmyWingsAndWheels.com)



- 1 HOUGHTON LAKE (HTL), MICH. - Pancake Breakfast at Roscommon County Airport. 7am-Noon. 989-366-5349.
- 1 WILD ROSE (W23), WIS. - Pancake Breakfast 8 till gone & Pig Roast 11:30 till gone. 715-258-2037.
- 1\* STEVENS POINT (STE), WIS. - Air Show (2pm) & Pancake Breakfast (8-11am) & Lunch (11am-4pm). [www.magicproducts.com/flyin/](http://www.magicproducts.com/flyin/)
- 1\* JUNEAU (UNU), WIS. - Pancake Breakfast 7:30am-Noon at Dodge County Airport. 920-296-0645.
- 1\* AUDUBON, IOWA - Breakfast 6:30-10:30am. 712-563-3780.
- 1\* REEDSBURG (C35), WIS. - Breakfast 7am-Noon & Air Show. 608-524-6888.
- 1\* EDINBURG (9LL5), ILL. - Ham & Bean Dinner 11am-2pm at Tommy's Airpark (Grass). Monitor 122.9. 217-623-5772.
- 1\* DeKALB (DKB), ILL. - Fly-In Breakfast 7am-Noon. [dharvey564@msn.com](mailto:dharvey564@msn.com)
- 6-8\* ROCKFORD (RFD), ILL. - 2008 Rockford Air Fest featuring the Thunderbirds. [www.flyrfd.com/airfest.asp](http://www.flyrfd.com/airfest.asp)
- 7\* AMERY (AHH), WIS. - Pancake Breakfast 7-11am. 715-554-3858.
- 7\* SAULT STE MARIE (ANJ), MICH. - Pulled Pork & Beef Lunch 10am-4pm. 906-495-1340.
- 7\* LAND O' LAKES (LNL), WIS. - Light Sport Aircraft Fly-In at Kings Land O' Lakes Airport. Pancake Breakfast & Brat & Burgers, etc. 8am-4pm. 715-547-3337.
- 7\* CLEAR LAKE (8Y6), MINN. - Bean & Brat Fly-In 10am-2pm. CTAF 122.9. Rain date 8th. 320-229-8563.
- 7-8\* RANTOUL (TIP), ILL. - 2008 Rantoul Air Festival. [www.aeromuseum.org](http://www.aeromuseum.org)
- 7-8\* MANITOWOC (MTW), WIS. - Thunder on the Lakeshore 2008. Pancake & Porky Breakfast (7am-Noon) [www.thunderonthelakeshore.com/home.htm](http://www.thunderonthelakeshore.com/home.htm)
- 8\* WATERTOWN (FYV), WIS. - Open House & Pancake Breakfast 7am-2pm. 920-264-4567.
- 8\* JACKSON (JXN), MICH. - Pancake Breakfast 7am-Noon. 517-474-4878.
- 8\* MANDAN (Y19), N.D. - Open House & Fly-In. [www.mandanairport.com/openhouse/](http://www.mandanairport.com/openhouse/)
- 8\* Buggies-n-Blues Festival. [www.buggies-n-blues.org](http://www.buggies-n-blues.org)
- 8\* ALPENA (APN), MICH. - Fly-In Lunch 10:30am-1:30pm. 989-354-5465. [www.gaasch.net/ea](http://www.gaasch.net/ea)
- 8\* HOMEN (WI36), WIS. - Chick-N-Q at Noon. Pot Luck Picnic. 608-526-2183.
- 8\* STERLING/ROCKFALLS (SQI), ILL. - Pancake Breakfast at Whiteside County Airport. 815-622-3591.
- 8\* ROCK FALLS (SQI), ILL. - Pancake Breakfast 7am-Noon at the Whiteside County Airport. 815-622-3591.
- 14 BROOKFIELD, MO. - Pancake Breakfast & Lunch at North Central Missouri Regional Airport 7am-?.
- 14 OWOSSO (KRN), MICH. - Fly-In Pancake Breakfast. 989-743-4519.
- 14 PULASKI (92C), WIS. - Pulaski Community Fly-Fest 2008 8am-5pm at the Carter Airport. [www.pulaskiairport.com](http://www.pulaskiairport.com)
- 14\* BEULAH (95D), N.D. - Fly-In Breakfast. 701-873-2259.
- 14\* PORT HURON (PHN), MICH. - Pancake Breakfast at St Clair County Int'l Airport 7am-Noon. 810-364-6890.
- 14\* KINGSFORD (IMT), MICH. - Pancake Breakfast at the Ford Airport.
- 14\* BROOKFIELD (MO8), MO. - Pancake Breakfast 7am at North Central Missouri Regional Airport. [www.ncmrairport.com](http://www.ncmrairport.com)
- 14\* PRARIE DU SAC (91C), WIS. - Sauk Prairie Fly-In & Community Day 7am-5pm. Many Activities. 608-963-9596. Rain Date 15th.
- 14\* CASSVILLE (C74), WIS. - Breakfast at Cherryland Airport 8-10:30am. 920-743-6082.
- 15 BARABOO (DLL), WIS. - Fly-In Breakfast 7am-1pm. 608-522-4450 / 393-9014.
- 15 CANBY (CNB), MINN. - Canby Airshow (Noon) & Fly-In Belgium Waffle Breakfast 6am-2pm. 507-829-9608.
- 15 HASTINGS (9D9), MICH. - Pancake Breakfast & Fly-In. 7am-Noon. 269-945-6306.
- 15\* REDWOOD FALLS (RWF), MINN. - Fly-In Breakfast 8am-Noon. 507-641-2999.
- 15\* EAGLE RIVER (EGV), WIS. - Pancake Breakfast & Brat Lunch 7am-3pm. 715-479-7442.
- 15\* MINERAL POINT (MRJ), WIS. - Breakfast 7am-1pm at Iowa County Airport. 608-987-9931.
- 15\* PALMYRA (88C), WIS. - Fathers Day Fly-In 7am-Noon. 262-495-4342.
- 15\* HUTCHINSON (HCD), MINN. - Breakfast 8am-Noon & Pork Chop Dinner 4-7pm. 320-587-3802.
- 15\* MINNEAPOLIS (MIC), MINN. - Crystal Airport Open House, Breakfast & Lunch 7am-5pm. [www.flymic.org](http://www.flymic.org)
- 15\* DODGE CENTER (TOB), MINN. - Pancake Breakfast 7am-Noon. 507-253-6664.
- 15\* PRINCETON (PNM), MINN. - Fly-In Breakfast & Car Show 7am-1pm.
- 15\* GARRISON (D05), N.D. - Fly-In Breakfast. 701-337-2294.
- 15\* SHEBOYGAN FALLS (SBM), WIS. - Pancake Breakfast 7am-4pm. 920-377-0704.
- 15\* SPENCER (SPW), IOWA - Breakfast & Air Show at North West Iowa Regional Airport. 712-262-1000.
- 15\* EASTPORT (59M), MICH. - Breakfast 8am-Noon at Torchport Airport. 216-632-2412.
- 15\* FLUSHING (3DA), MICH. - Pancake Breakfast 7-11:30am at Dalton Airport. 810-230-0973.
- 15\* TAYLORVILLE (TAZ), ILL. - Breakfast 7-11am. 217-226-4005.
- 15\* PLYMOUTH (1D2), MICH. - Pancake Breakfast 7-11am. Lunch 10:30am-12:30pm at the Canton-Plymouth-Mettetal Airport. 734-223-2675.
- 15-16 IOWA CITY (IOW), IOWA - American Barnstormers Tour. 319-356-5045.
- 16\* FERGUS FALLS, MINN. - Fly-In Breakfast 8am-1pm. 218-736-3438 or 205-4345.
- 17-18 AMES (AMW), IOWA - American Barnstormers Tour. 515-239-5279.
- 17-21\* LOCK HAVEN, PA. - Annual Sentimental Journey to Cub Haven "J5 Cub Cruiser, PA25 Pawnee & PA36 Brave". 570-893-4200.
- 18-22\* OSAGE BEACH (K15), MO. - Annual National Cherokee Convention & Fly-In. Details @ [cherokeeflyin.com](http://cherokeeflyin.com).
- 19-20 COUNCIL BLUFFS (CBF), IOWA - American Barnstormers Tour. 712-322-2287.
- 19-21\* NEW LONDON, WIS. - Powered Parachute Association Fly-In 8am-Dark Each Day. 608-314-1657.
- 20-22 BENTON HARBOR (BEH), MICH. - WWII Aircraft On Display & Reenactments. 269-927-3194 x11. [www.swmiairport.com](http://www.swmiairport.com)
- 21-22 DAVENPORT, IOWA - Quad City Air Show. 563-285-7469. [www.quadcityairshow.com](http://www.quadcityairshow.com)
- 21-22\* WALWORTH (7V3), WIS. - Fly-In Breakfast at Bigfoot Airfield.
- 21 GAYLOR (GLR), MICH. - Gaylor Airfair 10am-5pm. 989-732-4218. [www.gaylor-dairfair.com](http://www.gaylor-dairfair.com)
- 21\* WEST BRANCH (Y31), MICH. - Breakfast 7am-Noon. 989-873-5908.
- 22 GAYLOR (GLR), MICH. - Breakfast 8am-2pm. 989-732-4218. [www.gaylordairfair.com](http://www.gaylordairfair.com)
- 22 ROCK RAPIDS (RRQ), IOWA - Flight Breakfast 7-9:30am. Part of Heritage Days Celebration. 712-472-2537.
- 22\* HINCKLEY (04W), MINN. - Fly-In Breakfast 7:30am-Noon In Conjunction With The Hinckley Corn & Clover Carnival. Aerobatic Performance By The Alamama Boys. 320-384-6667 or [fieldofdreamsairport.com](http://fieldofdreamsairport.com)
- 22\* BROOKFIELD (02C), WIS. - Fly-In & Custom Car Show (Food & Music) 9am-3pm Fund Raiser For Handicap School at Capitol Airport. 414-915-9559. Bob Whitehouse [flyobob@yahoo.com](mailto:flyobob@yahoo.com)
- 22\* NILES (3TR), MICH. - Fly-In Breakfast 7am-Noon at Jerry Tyler Memorial Airport. 269-684-0972.
- 22\* STRUM (3WN9), WIS. - Pancake Breakfast 8am-Noon.
- 28\* JAMESTOWN (JMS), N.D. - Jamestown Airfest 2008 - Fly-In Breakfast 8am-5pm. Aerobatic, Fly-bys, Etc. (Rain Date 29th) 701-952-1515.
- 29 CALEDONIA (CHU), MINN. - Fly-In Breakfast. 507-450-2095.
- 29\* TIPTON (8C4), IOWA - Fly-In & Open House - Lion's Lunch 9am-3pm. [www.](http://www.)

- tiptoniowa.org/airport.htm
- 29\* ST. CLOUD, MINN. - Granite City Festival Fly-In Pancake Breakfast 8am-1pm. 320-255-7292.
- 29\* SPRINGFIELD, MINN. - Breakfast 7am-Noon in Conjunction with Riverside Days. 507-723-6343.
- 29\* RIO (94C), WIS. - Pancake Breakfast at Gilbert Field Airport 7am-Noon. 920-992-3038.
- 29\* AITKIN (AIT), MINN. - Fly-In & Classic Car Show - Wild Rice & Pancake 7-11am. Brats & Burgers 11am-3pm. 218-927-4104.
- 29\* WELLS (68Y), MINN. - Harry's Hawk Fly-In Breakfast 7am-Noon. 507-553-5028.
- 29\* MIDLAND (3BS), MICH. - Pancake Breakfast 7-11am at Jack Barstow Airport. 989-274-1683.
- JULY 2008
- 2-6\* BATTLE CREEK (BTL), MICH. - 2008 Battle Creek's Field of Flight Air Show & Balloon Festival at the W. K. Kellogg Airport. Featuring the Thunderbirds and Etc. www.bcballoons.com/
- 3-6\* LEE'S SUMMIT (LXT), MO. - B-17 Aluminum Overcast & Pancake Breakfast. 816-358-1458.
- 4\* MOUNT MORRIS (C55), ILL. - Breakfast at the Ogle County Airport 7-11am. 815-732-7268.
- 4\* BIG RAPIDS (RQB), MICH. - Freedom Airfest 2008 7am-3pm at Roben-Hood Airport. Pancake Breakfast 7-11am. Hot Dogs 11:30am-3pm. Etc. www.freedomairfest.com
- 5\* PHILLIPS, WIS. - Float/Fly-In at Price County Airport & Long Lake. Breakfast 8-11am at Harbor View on Long Lake. Aerobatic Plane Performance. Seaplanes On Display, Events All Day. Being held in conjunction with the Chains of Lakes Triathlon. 715-339-3701/2626.
- 5-6\* TRAVERSE CITY (TVC), MICH. - 2008 National Cherry Festival Air Show at Cherry Capital Airport Featuring the Blue Angels (1pm). www.cherryfestival.org/
- 5-6\* WATERVLIET (40C), MICH. - Steak Fry (5th 11am-4pm) & Pancake Breakfast (6th 7-Noon) Fly-In & Camp-In. 269-463-5532.
- 6\* AUSTIN (AUM), MINN. - Pancake Breakfast 7am-1pm. 507-433-7115.
- 12 KANKAKEE (IKK), ILL. - Fly-In Pig Roast at Greater Kankakee Airport. 6am-9pm. 815-529-3000.
- 12 SUPERIOR (SVW), WIS. - Pancake Breakfast at Superior Bong Field 8-11am. 218-729-7764. www.EAA272.org
- 12\* LARCHWOOD (71A2), IOWA - Annual Zangger Fly-In at the Zangger Airport. Pilot Poker Run & Flour Bombing 2-3pm. BBQ Pork Supper 5-7pm. 605-370-1139.
- 13\* MIDDLETON (C29), WIS. - Fly-In Breakfast 7:30am-Noon at Middleton Municipal-Morey Field Airport. 608-836-1711.
- 13\* TWO HARBORS (TWM), MINN. - Pancake Breakfast at the Richard B. Helgeson Airport 7am-1pm. 218-834-4392.
- 13\* ALPENA (APN), MICH. - Fly-In Lunch 10:30am-1:30pm. 989-354-5465.
- 13\* CHESANING (50G), MICH. - Pancake Breakfast 6:30-11am at Howard Nixon Memorial Airport. 810-513-4255.
- 18-19\* DAYTON, OHIO - National Aviation Hall of Fame. www.nationalaviation.org
- 19\* GRAND FORKS (RDR), N.D. - Thunder Over The Red River - 2008 Grand Forks AFB Air Show featuring the USAF Thunderbirds. http://public.grandforks.af.mil
- 19\* WASHINGTON ISLAND (2P2), WIS. - Washington Island Whitefish Boil Fly-In 11am-1pm. 920-847-2770..
- 19-20\* DULUTH (DLH), MINN. - The Duluth Airshow featuring the U.S. Navy Blue Angels and Canadian Forces Snowbirds. www.duluthairshow.com/2008/ (Check NOTAMS).
- 19-20\* SHIOCTON (W34), WIS. - Eagle Wing Fly-In & Fly-Mart. 434-585-2727.
- 20 PRESTON (FKA), MINN. - Fillmore County Airport Fly-In Omelet Breakfast. 7:30am-12:30pm. 507-765-2582.
- 20\* TAYLORVILLE (TAZ), ILL. - Fly-In Breakfast 7-11am at the B&L Hangar. 217-226-4005.
- 20\* CASSELTON (5N8), N.D. - Planes on the Plaines. 701-347-0201.
- 24-26\* KEOKUK, IOWA - ILPA - IBDA. L-Birds Fly-In. Formation school, many activities. All Warbirds are welcome. Contact Irv Lindner 319-524-6378 or 6203.
- 25-27\* BRODHEAD (C37), WIS. - Hatz/Pietenpol Fly-In. www.eaa431.org
- 25-27\* DEKALB (DKB), ILL. - Breakfast Fly-In (26 & 27), Pig Roast (27), Dance (27) & Camping at Airport. ffb66@juno.com
- 26\* NORTHWOOD (4V4), N.D. - Old Fashioned Saturday Fly-In. 218-779-2928.
- 26\* SIREN (RZN), WIS. - Pancake Breakfast Late Morning - Early Afternoon Grilled Hamburger & Brat Lunch 8:30am-2:30pm. at Burnett County Airport. 715-529-5260.
- 26-27\* SHIOCTON (W34), WIS. - Pancake Breakfast. Live Band on Saturday Night. www.shioctonairport.com
- 28-8/3 OSHKOSH, WIS. - EAA AirVenture. www.airventure.org
- AUGUST 2008
- 7/28-8/3 OSHKOSH, WIS. - EAA AirVenture. www.airventure.org
- 8-10 STORM LAKE (SLB), IOWA - Fly Iowa 2008 Wings, Wheels and Water. 515-964-1398. www.flyiowa.org or contact Chuck McDonald 515-964-1398.
- 9\* RICE LAKE, WIS. - Fly-In at Rice Lake Regional Airport - Carl's Field. Pancake Breakfast 7-10am. Lunch 11am-1pm. Aerobatic Flying 11-11:30am. www.ricelakeairport.com
- 9\* NEW HOLSTEIN (8D1), WIS. - Wheels & Wings 2008. Breakfast & Lunch Served. 7am-3pm. www.atoztradin.com/8d1.html
- 9\* BRIGHTON (45G), MICH. - Fly-In/Cruise-In. Great Family Fun with good food. www.brightonairport.org
- 9-10\* DETROIT (YIP), MICH. - Thunder Over Michigan. A Warbird Show. yankeeairmuseum.org/airshow/
- 10 CHETEK (Y23), WIS. - Annual BBQ Charity Fly-In 10:30-3:30pm. Water Ski Show adjacent to fly-in. 715-456-8415.
- 10\* ST. PAUL (21D), MINN. - Pancake Breakfast at Lake Elmo Airport 7am-Noon. www.eaa54.org
- 10\* DICKINSON (DIK), N.D. - Planes on the Prairie. 701-483-1062.
- 10\* APLENA (APN), MICH. - Fly-In Lunch 10:30am-1:30pm. www.gasch.net/ea
- 10\* QUEEN CITY (15MO), MO. - Watermelon Fly-In & BBQ 2pm-?. 660-766-2644.
- 15-17\* CHICAGO, ILL. - 50th Annual Chicago Air & Water Show. 15th - Aerobatic Flying, Beach Concert, Night Show & Fireworks Display.
- 16\* CAMP DOUGLAS, WIS. - Biennial Volk Field Open House & Fly-In 0800-1600. GA Fly-In (Pre-registration Required 1-800-972-8673). WisDOT VFR-IFR Seminars, Static Military Aircraft Display Etc. www.volkfield.ang.af.mil
- 16\* FOREST LAKE (25D), MINN. - Fly-In & Open House 10am-4pm. Brats, Burgers & Ice Cream. Grass Runway. 651-776-1717.
- 17\* BROOKFIELD (02C), WIS. - Ice Cream Social & Chicken & Corn Roast Lunch Noon-5pm. 262-781-4213.
- 17\* MANKATO (MKT), MINN. - Pancake Breakfast. 507-345-1510.
- 17\* MONONA (7C3), IOWA - Pancake Breakfast 7am-Noon. 563-539-2640.
- 17\* TOMAHAWK (TKV), WIS. - Pancake Breakfast, Live Music, Skydivers & more. 7:30am-6pm. 715-499-3315.
- 17\* PAYNESVILLE, WIS. - Breakfast & Air Show (10:30am & 12:30pm) 7:30am-1pm. 320-243-3714.
- 17\* JOLIET (JOT), ILL. - EAA Warbirds of America Squadron 4 BBQ. 847-356-9056 www.warbirdsquadron4.org
- 20-24 MIMINISKA LODGE, ONTARIO - Midwest Flyer Canadian Fishing Fly-Out. For details email dave@midwestflyer.com or call 608-835-7063. Limited to first 20 people!
- 22-24\* EDINBURG (9LL5), ILL. - Midwest Ultralight/Light Aircraft Rendezvous. Sunrise-Sunset. 217-623-5772. Monitor 122.9
- 23\* GUTTENBEG, IOWA - Annual Abel Island Fly-In, Float-In, Potluck & BBQ at Abel Island Airpark Noon-3pm. www.abelisland.com. 319-480-0913.
- 23\* ALPENA (APN), MICH. - Wings Over Alpena

Air Show. [www.wingsoveralpena.com/woa2008.htm](http://www.wingsoveralpena.com/woa2008.htm)

- 23-24\* KANSAS CITY (MKC), Mo. - KC Aviation Expo & Air Show featuring the Thunderbirds. [www.kcairshow.com/index.html](http://www.kcairshow.com/index.html)
- 24\* COTTAGE GROVE (87Y), Wis. - Brat-N-Bean Feed. 11am-3pm. [zflyer2@yahoo.com](mailto:zflyer2@yahoo.com)
- 24\* CUMBERLAND (UBE), Wis. - Pancake Breakfast 7-11am. Aerobatic Demonstration 11-Noon (Field Will Be Closed) Camping on Field.
- 24\* BURLINGTON (BUU), Wis. - Lions Breakfast & Fire Dept. Lunch. Display of antique tractors & cars. 262-945-5920.
- 27\* BLAKESBURG (IA27), IOWA - Antique Airplane Association Fly-In. [www.antiqueairfield.com/](http://www.antiqueairfield.com/)
- 30-31\* RED WING (RGK), MINN. - Wings of Freedom/Salute to Veterans Airshow at Red Wing Regional Airport located in Pierce County, Wisconsin
- 30-9/1\* CLEVELAND, OHIO - Cleveland National Air Show featuring U.S. Navy Blue Angels & etc. [www.clevelandairshow.com](http://www.clevelandairshow.com)
- 31\* MONDOVI (W269), Wis. - Log Cabin Airport Annual Fly-In 10am. Lunch @ Noon. Grass Strip. 715-287-4205.

#### SEPTEMBER 2008

- 1\* SHELDON (SHL), IOWA - Sky-Hi Flyers Flight Breakfast 6:30-11am. 712-261-3320.
- 1-7\* GALESBURG (GBG), ILL. - National Stearman Fly-In. [www.stearmanflyin.com](http://www.stearmanflyin.com)
- 6 SUPERIOR (SVW), Wis. - Pancake Breakfast at Superior Bong Field 8-11am. 218-729-7764. [www.EAA272.org](http://www.EAA272.org)
- 6\* MARSHALL (RMY), MICH. - Full Breakfast 8am-Noon at the Brooks Field Airport.
- 6\* DECATUR (DEC), ILL. - Fly-In Breakfast 8-11am. 217-795-2393.
- 6\* OSCEOLA (OEO), Wis. - Wheels & Wings Pancake Breakfast & Lunch. 715-294-2618.
- 6\* TRAVERSE CITY (TVC), MICH. - Wings of Mercy CareAffaire TVC Pancake Breakfast 7:30am-Noon at Cherry Capital Airport. 231-941-9764.
- 6\* WORTHINGTON, MINN. - Fly-In & Air Show.
- 7\* MIDLAND (3BS), MICH. - Barstow Fall Fly-In Pancake Breakfast at Jack Barstow Airport 7-11am. 989-274-1683.
- 7\* MAPLE LAKE, MINN. - Pork Chop Dinner Fly-In 11:30-2pm. 763-477-6021.
- 10\* OSHKOSH (1W1), Wis. - Chapter 252 Corn Roast at Williams Airport. Bring a dish to pass. 5:30pm. 920-426-1854.
- 13\* FARIABULT, MINN. - Pancake Breakfast 7am-Noon
- 13-14 EAU CLAIRE (EAU), Wis. - "2008 Chippewa Valley Airshow" at Chippewa Valley Regional Airport. Gates open at 8:30. Featuring Blue Angels & Golden Knights plus many others. 888-523-FUNN. [www.chippewavalleyairshow.com](http://www.chippewavalleyairshow.com)

**Fly-In / Float-In**



**Breakfast & Air Show - July 5, 2008**

**Price County Airport & Long Lake Phillips, Wisconsin (PBH)**

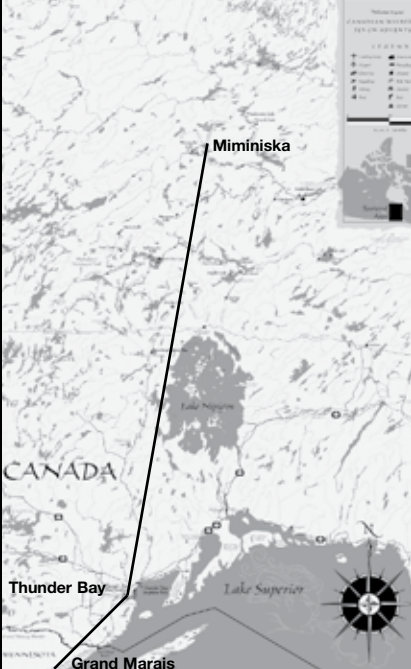
*Breakfast at Harbor View Restaurant: 8-11 am*

*Air Show: 11 am & 2 pm*

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- 14\* MOUNT MORRIS (C55), ILL. - Fly-In Breakfast 7am-Noon at the Ogle County Airport. 815-732-7268.
- 20\* NILES (3TR), MICH. - Fall Fly-In Breakfast 7am-Noon at the Jerry Tyler Memorial Airport. 269-684-0972.
- 20-21\* BELLEVILLE / SCOTT AIR FORCE BASE / MIDAMERICA AIRPORT (BLV), ILL. - Air Show Featuring the Thunderbirds. [www.scottairshow.com/](http://www.scottairshow.com/)
- 21 OWOSSO (RNP), MICH. - Fall Fly-In Pancake Breakfast. 989-743-4519.



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**August 20-24, 2008**

**Miminiska Lodge, Ontario**

**For Details**

**Email: [dave@midwestflyer.com](mailto:dave@midwestflyer.com)**

- 21\* HINCKLEY (OC2), ILL. - Breakfast On The Grass 7am-Noon. 815-758-6948.
- 21\* TURTLE LAKE (91N), N.D. - Fly-In Breakfast. 701-448-2253.
- 21\* TAYLORVILLE (TAZ), ILL. - Fly-In Breakfast 7-11am at the B&L Hangar. 217-226-4005.
- 27 HANOVER (64I), IND. - Wood, Fabric & Tailwheels Fly-In at Bottom Flying Field. 812-866-3211. [www.LeeBottom.com](http://www.LeeBottom.com)
- 28\* BERRIEN SPRING (C20), MICH. - Breakfast 7-11am. 269-471-3120. [airinfo@andrews.edu](mailto:airinfo@andrews.edu)
- 28\* PORT HURON (PHN), MICH. - Wings, Wheels & Watercraft Pancake Breakfast & Lunch 7am-? at the St. Clair County Intl Airport. 810-364-6890.

#### OCTOBER 2008

- 3-5 PEORIA (PIA), ILL. - Mooney Pilot Proficiency Program at Greater Peoria Regional Airport. 210-525-8008.
- 11\* MOUNT MORRIS (C55), ILL. - Pig Roast "Pork & Pie" Feast Noon-4pm at Ogle County Airport. 815-732-6930.
- 11\* OSHKOSH (OSH), Wis. - Chili Bash - bring your favorite batch of chili and/or a dish to pass 3pm. [www.eaa252.org](http://www.eaa252.org)
- 12\* ALPENA (APN), MICH. - Fly-In Lunch 10:30am-1:30pm. [www.gaascho.net/ea](http://www.gaascho.net/ea)
- 12-16\* MEMPHIS, TENN. - Illuminating Engineering Society (IES) Aviation Lighting Seminar at Peabody Memphis Hotel. 662-869-8655. [www.iesalc.org/](http://www.iesalc.org/)
- 19\* WATERLIET (40C), MICH. - Chili-Hop Fly-In 11am-4pm. Fall Color Hayrides. 269-463-5532.
- 19\* TAYLORVILLE (TAZ), ILL. - Fly-In Breakfast 7-11am at B&L Hangar. [www.eaa1315.com](http://www.eaa1315.com)
- 25\* DECATUR (DEC), ILL. - Chili Day Fly-In 11am-2pm. 217-795-2393.

#### NOVEMBER 2008

- 5-8 SAN JOSE, CALIF. - AOPA Expo. [www.aopa.org](http://www.aopa.org)

#### DECEMBER 2008

- 6\* COTTAGE GROVE (87Y), Wis. - Chili Fly-In 11am-2pm. [zflyer2@yahoo.com](mailto:zflyer2@yahoo.com)

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## Lockheed F-22 "Raptors" Returning To EAA AirVenture



EAA

OSHKOSH, WIS. – The Lockheed F-22 "Raptor," one of the world's most advanced military jets, will return and fly during EAA AirVenture Oshkosh 2008, at Oshkosh, Wis.

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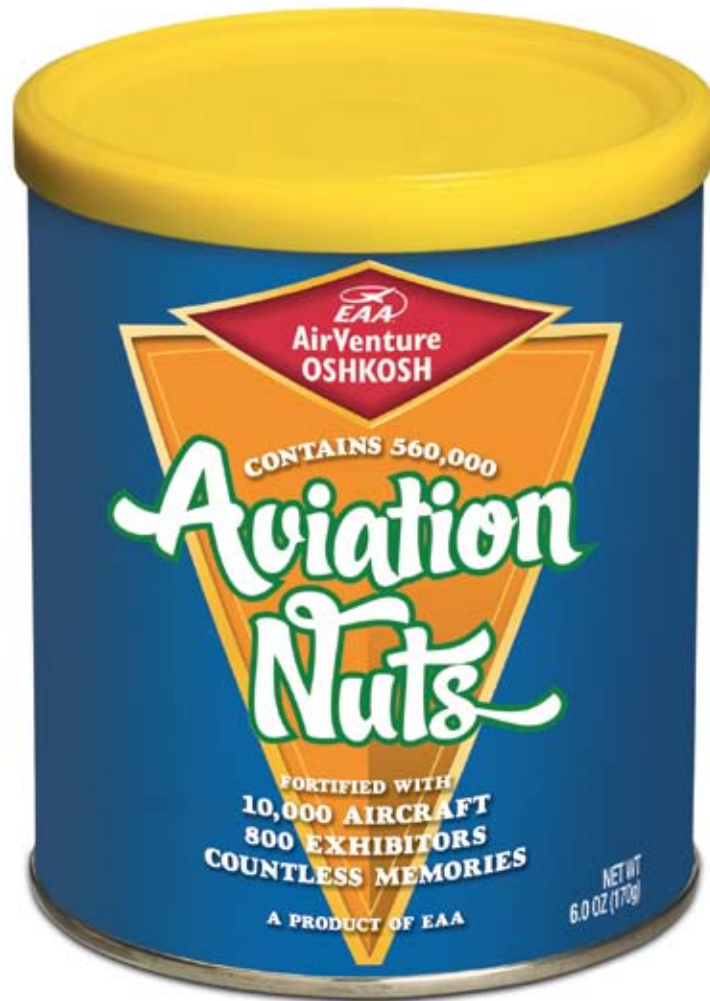
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*Oshkosh. 2008. July 28-August 3.*

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*The Spirit of Aviation.  
AirVenture.org*

## **F-22 RAPTORS CONTINUED**

The 56<sup>th</sup> annual edition of AirVenture will be held July 28-August 3.

Two of the airplanes will arrive at Wittman Regional Airport with an aerial performance on July 31, and at least one aircraft will fly an aerial demonstration each afternoon, Friday through Sunday, August 1-3.

"One of the big questions we've received this winter from EAA AirVenture attendees is whether the F-22s would be returning to Oshkosh this year," said Tom Poberezny, EAA president and AirVenture chairman. "The Raptors' aerial abilities, either flying solo or in formation during Heritage Flights with World War II and Korean War-era aircraft, were among the top highlights of last year's daily air shows."

Video highlights from the F-22's 2007 Oshkosh appearance can be seen in the video area of the [www.airventure.org](http://www.airventure.org) website.

Many of the aerial maneuvers that will be displayed during the F-22's appearance at EAA AirVenture are new, and were discovered and refined during flight tests and simulated aerial combat. They have unique names such as the "Mongo Flip," "J-turn," and "Pedal Turn," which showcase the unprecedented agility of the aircraft. Extreme slow-speed passes and maneuvers such as "The Cobra" are also part of the demonstrations.

The cutting-edge abilities of the F-22 are possible through a combination of high power, vectored thrust and integrated avionics. The airplane's stealth technology also allows it to elude detection and be more effective as a weapon. In training exercises, the F-22 proved to be extremely successful, compiling impressive victory totals against traditional front-line jet fighters.

These advanced attributes also allow the F-22 to perform air show maneuvers not seen from any previous U.S. military aircraft. Its afterburners allow it to climb vertically as soon as its wheels leave the ground, while the Raptor's control surfaces allow it



Dave Weiman

to maneuver at speeds as low as 80 mph, although its top speed is Mach 2 (twice the speed of sound, or more than 1,400 mph).

There are currently 91 Raptors in the Air Force inventory. F-22s based at Langley AFB, Virginia, received FOC (full operational capability) in December 2007.

Aircraft specifications include:

- Builder: Lockheed-Martin, Boeing.
- Power Plant: Two Pratt & Whitney F119-PW-100 turbofan engines with afterburners and two-dimensional thrust vectoring nozzles.
- Thrust (each engine): 35,000-pound class.
- Length: 62 feet, 1 inch.
- Height: 16 feet, 8 inches.
- Wingspan: 44 feet, 6 inches.
- Speed: Mach 2 class.
- Ceiling: Above 50,000 feet.
- Empty Weight: 40,000-pound class.
- Armament: One M61A2 20-millimeter cannon with 480 rounds; side weapon bays can carry two AIM-9 infrared (heat seeking) air-to-air missiles and main weapon bays can carry (air-to-air load-out) six AIM-120 radar-guided air-to-air missiles or (air-to-ground load-out) two 1,000-pound GBU-32 JDAMs and two AIM-120 radar-guided air-to-air missiles.
- Crew: One.

### **Goodyear Blimp To Return To EAA AirVenture-Oshkosh 2008**

One of the world's most recognizable flying machines, the Goodyear blimp, will once again be visible up-close and in the skies this summer at EAA AirVenture 2008. The 56th annual edition of the EAA fly-in convention will be held July 28-August 3 at Wittman Regional Airport

in Oshkosh.

The "Spirit of Goodyear" airship will again be on-site throughout the week and will be flying regularly during the festivities. In addition, it will be moored near the EAA AirVenture Museum's Pioneer Airport for up-close viewing at other times, giving visitors a unique view of an aircraft that is commonly seen only from afar.

"The Goodyear blimp was certainly a favorite draw last year at EAA AirVenture," said Tom Poberezny, EAA president and AirVenture chairman. "It was a true traffic-stopper, as we saw many people pulling their vehicles to the side of the road just to get a photo of this legendary aircraft."

"It's great to have the blimp returning to Oshkosh and it's very fitting, given Goodyear's long association with aviation. The opportunity to see this aircraft flying along the AirVenture flight line and on the ground is one that should not be missed this year."

The "Spirit of Goodyear" is based at Goodyear's Wingfoot Lake Airship facility in Suffield, Ohio, and often flies the skies over Goodyear's headquarters in nearby Akron. The airship was christened in March 2000, and is 192 feet long and nearly 60 feet tall. It typically cruises at 30 mph at between 1,000 and 3,000 feet. This particular blimp is also equipped with lighted sign functions that incorporate more than 165,000 LEDs.

Additional information is available at [www.goodyearblimp.com](http://www.goodyearblimp.com).

### **Where To Stay During EAA?**

As aviation enthusiasts around the world begin planning their journeys to EAA AirVenture Oshkosh 2008, July 28-August 3, at Wittman Regional Airport, one of the first items to secure is a place to stay.

That network includes low-cost options such as camping adjacent to the AirVenture flight line, as well as local college dormitories and



private rooms, up to elegant hotel accommodations and impressive private-home rentals in a variety of area locations.

EAA's longstanding partnership with the Oshkosh Convention and Visitors Bureau also gives AirVenture guests a multitude of options. The bureau's EAA Housing Hotline keeps updates on housing availability off the AirVenture grounds. That service, free to AirVenture visitors, is available 24 hours a day at [www.oshkoshcvb.org](http://www.oshkoshcvb.org) or [www.airventure.org](http://www.airventure.org), or by calling (920) 235-3007 Monday through Friday (8:30 a.m.-4 p.m., Central Time).

EAA also works with convention and visitor bureaus in other area communities to assure that the latest housing information, covering much of eastern Wisconsin, is available to guests.

Among the most popular accommodations options are:

AirVenture camping. There is no way to better experience the culture, camaraderie and fun of EAA's annual fly-in convention than by camping next to your airplane along the flight line, or in the adjacent drive-in Camp Scholler area, which is open to all EAA members. There's plenty of room available, no reservations are needed, and it's just \$20 per night to be immersed in the world's best "aviation community." Most people who camp at AirVenture would have it no other way.



EAA Camp Scholler

You can either bring your own tent or trailer, or rent a trailer at Oshkosh from a local RV rental company.

One of the most popular RV rental companies is Van Bortel RV Super Mart in Green Bay, Wis. Van Bortel will set up your choice of campers, from a small pop-up tent camper, to a motorhome. Prices for 7-day rentals begin at \$349.00 for a tent camper. For additional information, contact Sheryl at 1-888-831-KAMP (5267), or visit their website at [www.vanbortelrv.com](http://www.vanbortelrv.com).

College dormitories. There are more than 3,000 dorm rooms available within 25 miles of the AirVenture grounds, and nearly all of them have shuttle-bus service that arrives right at AirVenture's front gate throughout the day. These dorm rooms vary in price, but are all less than \$70 per night. They are very popular accommodations, especially among international visitors.

Private housing. Everything from single sleeping rooms to luxurious

lakefront homes are available within 10 miles of the EAA grounds. Many are complete accommodations, with cooking utensils and other amenities that make it "feel like home." These accommodations are especially popular with larger groups or families looking to share a common living area during their stay. The EAA Housing Hotline offers these accommodations beginning March 1 each year, with many of the homes pictured on the [www.oshkoshcvb.org](http://www.oshkoshcvb.org) website.

Hotels/motels. There are thousands of hotel and motel rooms within 50 miles of Oshkosh, and they are very popular with those seeking traditional accommodations. Many of those in the city of Oshkosh are naturally booked on a year-to-year basis by AirVenture visitors, but there are plenty of others to choose from.

There are also other options that include private campgrounds, bed-and-breakfast facilities, and others. Some private firms also operate housing services, which are not affiliated with EAA.

EAA AirVenture Oshkosh is The World's Greatest Aviation Celebration and EAA's yearly membership convention. EAA members receive the lowest prices on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit [www.eaa.org](http://www.eaa.org). EAA AirVenture information is also available through the World Wide Web at [www.airventure.org](http://www.airventure.org). □

## National Ercoupe Owners Club Comes To Wisconsin



WAUSAU, WIS. – The National Ercoupe Owners Club will hold its annual convention, July 26-29 at Wausau Municipal Airport, Wausau,

Wis., with a mass fly-out to EAA AirVenture in Oshkosh, Wis., on July 30. Owners and enthusiasts of Ercoupes, Forney Aircoupes, Alons, and Mooney M-10 aircraft are invited to attend.

The Ercoupe is a two-seat, twin tail, single-engine airplane that was manufactured by the Engineering & Research Corporation (ERCO) between 1941-49. More than 5,000 aircraft were manufactured in Riverdale, Md. The design was later sold to another manufacturer who changed the name of the airplane

to "Aircoupe." Most Ercoupes and Aircoupes were controlled with a yoke control only and no rudder pedals.

Convention activities will include local factory tours, Ercoupe Young Eagle flights, a picnic on top of Rib Mountain, viewing of a flying movie, a fly-out breakfast, poker fly-out, flour bomb drop and spot landing contests, a maintenance seminar, corn roast, airplane judging, and a banquet. The fly-out to EAA AirVenture on July 30 will culminate the event.

For information contact Syd Cohen at (715) 842-7814 or (715) 573-7063. □

## One Plane Makes EAA Skiplane Fly-In Official



Bill Weber of Rockford, Illinois, as he lands his 1962 Challenger GCB at Pioneer Airport.

OSHKOSH, WIS. – Low ceilings kept all but one skiplane pilot and his passenger from flying into EAA's Pioneer

Airport, January 26, located adjacent to Wittman Regional Airport and behind the EAA AirVenture Museum in Oshkosh, Wis. Bill Weber of Rockford, Illinois, flew his 1962 Challenger GCB from its home base in Brodhead, Wis., to Oshkosh in good VFR conditions, he said. Weber checked weather.com on his MAC laptop before departing and saw where the snow was, and determined that he could make the flight safely and did, although once he arrived, he was snowed in for awhile.

Weber's plane (N808BW) has a Lycoming B2B O-320 160 hp engine with adjustable cowl flaps. The Challenger has longer wings than a Champion, and rounded wings and tail. The aircraft is also aerobatic. It was once owned by the Wisconsin Department of Natural Resources and has nearly 9,000 hours total time on a rebuilt airframe. The EAA Skiplane Fly-In is held each year in honor of Audrey Poberezny's birthday. Some years, there's not enough snow, and other years like this year, there's too much. □

Geoff Sobering

## American Barnstormers Tour Travels To America's Heartland

LAKELAND, FLA. – The 2008 American Barnstormers Tour showcases as many as 20 meticulously restored vintage aircraft from the 1920s and 1930s in an exceptional collection of airplanes and aviators. A nostalgic salute to



the daring young men and women who ventured across America during the 1920s seeking fame and fortune in their biplanes dubbed "Barnstormers," will journey through America's Heartland on a nine-city tour from June 15<sup>th</sup> through June 30<sup>th</sup>, 2008. Admission is free and these rare aircraft can be seen at the following cities:

- June 15-16 Iowa City, Iowa (IOW)
- June 17-18 Ames, Iowa (AMW)
- June 19-20 Council Bluff, Iowa (CBF)
- June 21-22 Hastings, Nebraska (HSI)
- June 23-24 Great Bend, Kansas (GBD)
- June 25-26 Wichita, Kansas (AAO)
- June 27 Emporia Kansas (EMP) morning only- refueling
- June 27-28 Lee's Summit, Missouri (LXT)
- June 29-30 Jefferson City, Missouri (JEF)

Each afternoon the aircraft will take to the skies for the "Barnstormers Parade of Flight" with master of ceremonies, the legendary "Mr. Travel Air," Frank Rezich.



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Rezich will entertain the crowd with his unique announcing style while they hear tall tales of barnstorming and learn the history of each biplane as the pilots perform overhead. Rides in a Travel Air and New Standard vintage biplane will also be available.

The period between the end of World War I and the United States' entry into World War II is remembered

as "The Golden Age of Aviation," and it truly was. Barnstorming tours, trophy races, and record-setting flights all captured the public's attention as they raced to see the daring flocks of birdman, and take their first flight in an open cockpit airplane.

For more information visit the American Barnstormers web site at [www.americanbarnstormerstour.com](http://www.americanbarnstormerstour.com) □

#### PEOPLE IN THE NEWS

### Cessna's Jack Pelton Named 2008 Laureate by AVIATION WEEK

WICHITA, KAN. – Cessna Chairman, President and CEO Jack J. Pelton was named winner of the 2008 AVIATION WEEK Laurel for Business and General Aviation at the annual awards banquet March 4 in Washington D.C. Cessna Aircraft Company is a Textron, Inc. company.



Jack Pelton

AVIATION WEEK Laurels, among the aerospace industry's most prestigious awards, have been presented annually for more than 50 years to recognize professional excellence.

"Jack Pelton has pushed Cessna to develop, refine and deliver aircraft across its full line – from the SkyCatcher

trainer and diesel-powered singles up through the just-announced Columbus, the largest and most capable Citation ever," said William Garvey, Editor-in-Chief of Business & Commercial Aviation, an AVIATION WEEK magazine. "We editors felt that such leadership in so competitive and dynamic a segment deserved special recognition." □

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## New Airport Organization In Fish Creek, Wis.

FISH CREEK, WIS. – About four months ago, a group of local pilots started an organization at the Ephraim-Gibraltar Airport (3D2) located in Fish Creek, Wis. The “Friends of Ephraim-Gibraltar Airport” was formed with the following mission statement:



The Friends of Ephraim-Gibraltar Airport is a non-profit organization comprised of dedicated community advocates, organized to promote the natural resources, family activities and vacation opportunities that all of Door County has to offer through the use of its unique general aviation airport. In addition, we have a vested interest in the maintenance, preservation and enhancement of the Ephraim-Gibraltar Airport.

At this time the organization has 51 members. The annual dues are \$12.00. The money raised from dues and contributions will fund local fly-ins and support airport activities.

The members felt that the organization was needed to promote the benefits of a small general aviation airport located in a predominantly summer vacation area of the state. The members felt that not enough was being done to attract pilots and pilot organizations to the airport. The group intends to work with organizations like the Experimental Aircraft Association (EAA) to invite pilots to visit the Ephraim-Gibraltar Airport on a day-trip during EAA AirVenture in Oshkosh, Wis.

The Door County peninsula offers tremendous recreational opportunities. Kayaking in Green Bay and Lake Michigan, bike trails, restaurants and entertainment are offered throughout the year at numerous art fairs and festivals. For additional information, visit [www.friendsofephraimgibraltarairport.com](http://www.friendsofephraimgibraltarairport.com) □

## Diamond Receives Government of Canada Investment... D-JET To Be Built In London, Ontario

LONDON, ON – Diamond Aircraft received a \$19.6 million strategic, repayable investment from the Government of Canada for research and development (R&D) of its personal light jet, the D-JET. The company announced it will manufacture the innovative, new all-composite, five-seat aircraft at its facility in London, Ontario, where the D-JET research and development (R&D) program is based.

The Canadian government's investment project will be funded from the new Strategic Aerospace Defence Initiative (SADI). SADI supports strategic industrial research and pre-competitive development (R&D) projects in the aerospace, defence, space and security (A&D) industries. SADI is managed by the Industrial Technologies Office, a special operating agency of Industry Canada with a mandate to advance leading-edge R&D by Canadian aerospace and defence industries.

The Diamond D-JET is poised to be the most attainable personal light jet – offering a very comfortable and stylish design; affordable single-engine, fuel efficient operation; and the safety and reliability of the latest glass panel avionics, engine and aeronautical technology. The \$95.2 million D-JET R&D program began in 2003.

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## Cessna SkyCatcher Prototype Completes First Flight



First flight of the Cessna 162 SkyCatcher

WICHITA, KAN. – Cessna Aircraft Company completed the first flight of its Model 162 SkyCatcher light sport aircraft (LSA) prototype March 8. The one-hour SkyCatcher flight departed Cessna Aircraft Field Airport adjacent to McConnell Air Force Base just after 7 a.m. and consisted of flight maneuvers evaluating the controllability and stability of the aircraft. The SkyCatcher, flown by Cessna Engineering Test Pilot Dale Bleakney, proceeded to Mid-Continent Airport where it will continue development testing.

This is the first of three airframes: a prototype, the first production model, and an ASTM (American Society for Testing and Materials) test article that Cessna's engineering team will build in the development phase of the SkyCatcher program. All engineering work and testing of the 162 will be completed in Wichita. The aluminum aircraft is planned to meet the ASTM standard for F2245 light sport aircraft.



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## Thunderbird Aviation Offers Fast-Trac Career Pilot Program To Meet Industry Demand

MINNEAPOLIS, MINN. -- Thunderbird Aviation, located at Flying Cloud Airport in Eden Prairie, and Crystal Airport in Minneapolis, Minn., has announced that it is starting an innovative career pilot training program to meet rising demand for airline pilots worldwide. "Even though Congress recently raised the maximum age for airline pilots to 65, we are still seeing record demand for pilots, especially at the regional airline level," said Christopher Cape, Thunderbird's Director of Operations. "Our new Fast-Trac program is designed



to offer students with little or no prior training, valuable multi-engine flying experience while building the necessary flight hours to be competitive for airline pilot jobs."

The curriculum for Fast-Trac was developed by airline pilots and career flight instructors and is one of the most comprehensive programs in the country. "We are offering students more flexibility than any of our competitors, by allowing students to begin the program as a student pilot and choosing either the airline geared track, or a flight instructor track," said Alex Haak, Thunderbird's Chief Flight Instructor.

Thunderbird Aviation has also entered into an agreement with Academy College to provide college credit for completing the Fast-Trac program.

Nancy Grazzini-Olson, President of Thunderbird Aviation, and a former board member with the National Air Transportation Association (NATA), added "Fast-Trac is a program that offers real value for the aspiring airline pilot and will make graduates highly competitive for positions within the airline industry."

For more information, see [www.thunderbirdaviation.com](http://www.thunderbirdaviation.com) and click on "Fast-Trac," or call Thunderbird Aviation at (952) 941-1212 (Eden Prairie, MN), or (763) 533-4162 (Crystal, MN). □

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## Thunderbird Aviation Awarded Five Firewatch Contracts By State of Minnesota



### EDEN PRAIRIE, MINN.

– Thunderbird Aviation has been awarded five aerial detection contracts by the Minnesota Department of Natural Resources. As part of this contract, Thunderbird Aviation will provide both aircraft and pilots for the 2008 and 2009 fire seasons, and develop pilot and equipment domiciles in Pine River, Minn. and Cloquet, Minn.

“We are very excited to work with the State of Minnesota in this critical capacity, and are pleased to be able to create new jobs across the region in support of this contract,” commented Nancy Grazzini-Olson, President, Thunderbird Aviation. “Our company has a long history of success in working with both government and private industry in meeting their aerial services needs, and I am confident that we can create substantial long-term value for both our state and taxpayers,” added Olson.

Beginning in March 2008, Thunderbird Aviation has operated

detection flights in Aitkin, Backus, Cambridge, Cloquet, and Little Falls, Minnesota. “With this contract, Thunderbird will be the fastest growing general aviation services company in Minnesota and we’re proud to be able to offer this opportunity to both our current flight instructors and pilots from across Minnesota,” said Christopher Cape, Chief Pilot, Aerial Services.

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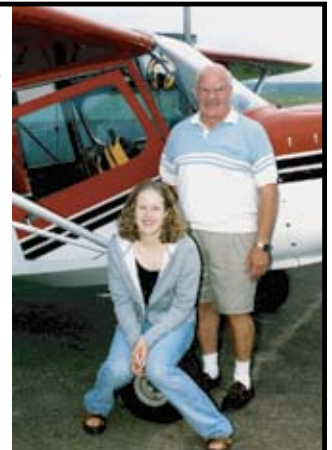
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