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**MAGAZINE**

APRIL/MAY 2009



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## Good News For Flight 1549 & EAA!

by Dave Weiman

It seemed like all of the big news came in time for this issue of *Midwest Flyer Magazine* – U.S. Airways Flight 1549 successfully landed in the Hudson River on January 15, 2009, and the Experimental Aircraft Association (EAA) announced that EAA President Tom Poberezny has been elected “Chairman of the EAA Board of Directors,” and the process is underway to find a successor for him as president.

Both stories are good news! Yes, Flight 1549 did not arrive at its gate as expected, but it landed safely and the lives of 155 people were saved. Once the dust settled and the national media blitz was over, U.S. Airways First Officer, Jeff Skiles, of Oregon, Wisconsin, sat down with us to share exactly what happened that day in a way that only a fellow pilot can understand.

Tom Poberezny has been Chairman of EAA AirVenture-Oshkosh since 1977, and EAA President since 1989. He says that he does not remember life without aviation, and most of us do not remember aviation without him in a leadership role at EAA.

We first met the Poberezny family in 1978 shortly after we published our first issue of the magazine, and it has been interesting



to watch Tom take EAA to great heights, and he never left his members behind. His job description may now be changing, but he will continue to lead the organization for many, many years to come.

Change is inevitable in life, and we believe that Tom Poberezny's new role is necessary, and will be good for EAA and for him, personally. Our thanks and congratulations to both he and his father, Paul Poberezny, who stepped down as chairman in February, having founded the organization in 1953.

In addition to the print version of these interviews, you can hear them “podcast” at [www.midwestflyer.com](http://www.midwestflyer.com).

### State Aviation/Airport Conferences

April and May are months in which many states are holding aviation/airport conferences to unveil new and improved products and services for airports, and to discuss the issues facing aviation. Conferences will be held in Eau Claire, Wisconsin; St. Cloud, Minnesota; West Des Moines, Iowa; and Peoria, Illinois. While each conference is open to anyone with an interest in aviation and airports, they are geared to airport managers and fixed base operators. Details are included in this issue.

*This issue of Midwest Flyer Magazine is dedicated in memory of “Gracie Ella Kaufmann.”*

*May she always fly with grace,  
as we keep her in our hearts and minds forever.*

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Bill Rewey of Verona, Wisconsin, takes a young lady on an EAA Young Eagles flight in his homebuilt Pietenpol at Middleton Municipal Airport-Morey Field, Middleton, Wisconsin.

*Photo by Geoff Sobering.*



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# Miracle on the Hudson, or Pilot Skill?

An Interview With U.S. Airways First Officer Jeff Skiles of Flight 1549

By Dave Weiman



Jeff Skiles Photos by Dave Weiman

Jeff Skiles got his start in aviation flying with his mother and father, and pumping gas at Dane County Regional Airport, Madison, Wisconsin (MSN). Skiles, seen here at Wisconsin Aviation at MSN, commented that the facilities at the airport have improved dramatically since then, as well as the aircraft.

**O**n February 20, 2009, I had the opportunity to sit down with U.S. Airways First Officer, Jeff Skiles of Oregon, Wisconsin, and hear firsthand about his experience in successfully landing

Jeff Skiles took the time to meet emergency and airline personnel at Dane County Regional Airport, Madison, Wisconsin, following his successful landing of an Airbus 320 in the Hudson River.

**CONTINUED ON PAGE 12**

## 54<sup>th</sup> Annual Wisconsin Aviation Conference Ramada Convention Center - Eau Claire, WI - May 4-6, 2009



**Speakers:** Jeff Skiles, First Officer, US Airways Flight 1549 (tentative),  
FAA Regional Administrator Barry Cooper, Wisconsin Aeronautics Director David Greene

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**PILOT SKILL ON THE HUDSON FROM PAGE 5**  
an Airbus 320 (N106US, Flight 1549) without power in the Hudson River on January 15, 2009 with Captain Chesley B. “Sully” Sullenberger of Danville, California. The event received international attention, and much more attention than the crew felt it deserved. Yet, the incident was positive for aviation and positive for Americans during a period of time, which has lacked good news.

Shortly after departing New York LaGuardia International Airport on a flight to Charlotte, North Carolina, at an altitude of 3,200 feet, the Airbus 320 hit a flock of geese, causing both engines to shut down. The events that followed have been called a “miracle” by the news media and general public. The crew and fellow pilots believe that “pilot skill” and “experience” played a more important role in reaching a happy outcome.

Too low to return to LaGuardia, or to land at nearby Teterboro airport, Captain Sullenberger made the command decision to land in the Hudson River, and all 155 passengers and crew were rescued without serious injury.

### **The Interview**

**DW:** Dave Weiman, **JS:** Jeff Skiles

**DW:** Jeff Skiles, welcome home to Oregon, Wisconsin, which coincidentally has been home to *Midwest Flyer Magazine* since it began in 1978.

**JS:** Thank you, thank you. It’s good to be here.

**DW:** I bet it’s good to be anywhere.

**JS:** That’s true, I suppose.

**DW:** Jeff, before we get into a play-by-play description of what happened that day, tell us about yourself...where you grew up...where you learned to fly...and a little about your family.

**JS:** I grew up in a suburb of Madison, Wisconsin...Monona, Wisconsin. Both of my parents were pilots. My father was a professor at the University of Wisconsin and got his pilot certificate in the 1960s, and

my mother in the 1970s. I learned to fly when I was 16 or 17 at one of the FBOs in Madison, Wisconsin. My father owned a Tri-Pacer and a Cessna 182 Skylane for most of the time he was flying.

**DW:** What motivated you to become a pilot? Obviously, the influence of your father probably played a great role in that.

**JS:** Oh, definitely. I guess I never really considered doing anything else from when I was 5 years old. I remember when I was a kid, I don’t think there was a type aircraft I could not identify. Now, of course, it has changed so much that I don’t recognize most of the things out there on the ramp.

**DW:** How old were you when your dad let you take the controls and make your first landing.

**JS:** I don’t remember him ever letting me make a landing. He wasn’t a flight instructor. So I am sure I was 16 or 17 when I got to do that.

**DW:** Jeff, we all have our idols in life, and as pilots, we have people who we admire. Who inspired you the most to become a pilot?

**JS:** I suppose I would have to say my father. I was flying in his Tri-Pacer from my earliest memory.

**DW:** Was he a private or commercial pilot?

**JS:** He had a commercial pilot license, but he was a college professor, so actually never flew professionally.

**DW:** Outside of flying with your dad, what other general aviation experience do you have?

**JS:** Obviously, my background is all general aviation. I learned to fly, pumping gas at the local airport as a line attendant, became a flight instructor, and I flew for a cargo airline for awhile, and also for a commuter airline here in Wisconsin, before getting hired by U.S. Airways.

**DW:** What commuter airline was that?

**JS:** Midstate Airlines. They have been gone for 20 years now.

**DW:** They had Metroliners, didn’t

they?

**JS:** Yes, I flew the Metroliner.

**DW:** You were telling me earlier this week that you had glider experience. I think this is really pertinent in the case of the U.S. Airways incident, flying the Airbus 320 without any power. Please tell us about your experience as a glider pilot.

**JS:** Boy, I’m going back 30 years, now. But I did some gliding up at West Bend (Wisconsin). My instructor was a former Luftwaffe pilot during the 1930s. Back before they actually had powered airplanes in World War II, they started out with gliders, and he was part of that group. He transferred from West Bend to Morey Field (near Madison (Middleton, Wisconsin)). He had a Blanik glider, which was a Czechoslovakian (Czech Republic) glider, and I flew that for awhile.

**DW:** That’s interesting that you mentioned the pilot that you flew with over at West Bend, because some of the great air show performers of today...Oscar Boesch, he was a German fighter pilot, and Manfred Radius of Toronto. In fact, both Oscar and Manfred live in Toronto and both are superb sailplane pilots. Do you feel your experience as a glider pilot helped you with this incident?

**JS:** No, not really; no. We were just stretching the glide as long as we could with no engines.

**DW:** Okay, but that’s what you do with a glider...you have no engines. But in the case of the Airbus, unlike a glider, you do not have any lift, or do you? Tell me about that. What is the relationship between the lift of a glider and the lift that you would get with an Airbus 320 (without power)?

**JS:** If you have ever flown a glider, you have a surprising amount of control, more so than you would think you would have flying powered planes, because they sail for so long. You also have “spoilers,” and once you pull them, a glider drops like a rock. So you have a lot of control over your pattern when you are coming around to land, more so than you

would realize if you have never flown a glider. Obviously in this case, we were just flying on what is referred to as "green dot," which is our best lift over drag speed. It was probably giving us about a thousand foot per minute descent without any engines. We were going to go as far as we could, trying to restart the engines, and that's where we ran into the water.

**DW:** Jeff, let's talk about the flight more. I want you to take your fellow pilots on the flight with you, from engine start-up at LaGuardia to the moment the engines failed, and the events following touchdown on the Hudson River.

**JS:** This was the ending of a four-day trip for us, so we were going to fly from LaGuardia to Charlotte, and we were going to be done, and I was going to catch a flight to Chicago and take the bus to Madison to go home. It was uneventful up to that point. We started up, we taxied out, there wasn't a lot of traffic, we took off on Rwy 4 in LaGuardia, and

they gave us an initial heading of 360 after takeoff. I was flying, so it was normal procedures up to that point. The Airbus actually flies with a side-stick; it doesn't use a yoke. And this is something totally new in my experience. I've never flown anything that did not have a yoke before. I only had 35 hours in the airplane. The vast majority of the time, it was on autopilot, because they encourage you to use the autopilot as much as possible. Ideally, they want you to takeoff and put it on at 100 feet, and don't take it off again until you are on short final. But I was hand flying it, because I still wasn't used to this side-stick very much, so I was using every opportunity to hand fly it that I could. And on this particular departure, it wasn't a nav departure, so it wasn't programmed into our computers, which in that case you have to put it on autopilot just to fly it. This was just a straight heading and altitude, so I was hand flying the airplane. So we took off, we cleaned

up, turned to a 360-degree heading... I believe they gave us a heading that was even further to the left, and at about 3,000 feet, I looked up and out the windshield I suddenly saw a line of birds – and I always felt they were Canadian geese because they were all flying in a line like Canadian geese fly. Initially, of course, it looked like we were going to hit them. Our nose was up for the climb, and I saw the birds descending from my windshield just like you judge an approach for a landing. I thought, "*Oh good, they are going to go underneath us.*" And while they went underneath the windshield, they impacted on the wings and the engines. I remember hearing about four thuds. Within moments after that, the right engine went to idle, followed by the left engine very closely after that. And for both of us, this is not something you are prepared for. It's not something you are trained for. To have a dual engine failure at low altitude is very

*CONTINUED ON PAGE 16*

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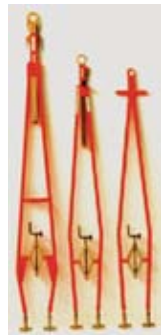
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unexpected. At that point, Capt. Sullenberger said, “*my aircraft*,” which is our normal terminology for it. I turned the ignition on and I started working on what is called a “dual engine failure” checklist, which is a physical checklist we call a “Quick Reference Handbook” (QRH). So first of all, I had to find it, because our QRH is about 105 pages. But fortunately, I was just out of training, so I knew what the procedures were and knew what to do. Capt. Sullenberger was just making a gentle turn to the south, and I think we both were thinking that the only place open was that river. And while we were evaluating things, I started running the checklist and he declared an emergency...they cleared us for landing back at LaGuardia, and I briefly asked them about (Rwy) 13... about landing on 13. It was on his side of the airplane, so I could not see LaGuardia, and he said, “*we can’t make it.*” He told that to the control tower and they said, “*what about Teterboro?*” And I kinda paused doing my procedures and kinda looked at Teterboro myself.

**DW:** And which direction was Teterboro?

**JS:** That would have been on my side of the airplane, and off in the distance. You know, when you have that river there, flying over a bunch of houses and buildings to get to Teterboro did not seem that viable of a possibility. It was one of those things... it was impossible to judge at that point, whether or not you could make it or you couldn’t. At least, in doing it that fast. I’m thinking, “*Gee, I don’t know about that. That doesn’t look good to me.*” Then “Sully” told the controllers, “*nope, we are not making it; we’re going into the Hudson,*” and I thought that was the best possibility to me, so I went back to what I was doing, which was trying to restart the engines at that point. Obviously, that wasn’t going to happen. For me, it was almost disbelief. The whole time, these engines are going to restart. This is

going to happen. One of these engines is going to restart, and we are going to fly back and land at that airport. But obviously, that isn’t what happened.

**DW:** Were you feeling anxious at that time, a little concern? You thought the engines were going to restart, so at that point, were you still pretty calm?

**JS:** Well, ah, having something to do helps you to fight down that fright instinct. It really wasn’t that bad for us, because we knew what we were going to do. I can imagine with the people in the back...particularly the flight attendants, because they did not know what the score was here. They had nothing to do but sit there and think about it and not know what was happening. And in talking with the passengers, because I met quite a few of them, most of them didn’t know what was going on... most of them thought they had lost an engine on their side of the airplane, but we were returning to land at LaGuardia. And even right when we came in and landed on the water, of course LaGuardia is surrounded by water on three sides, so the fact that you look out at low altitude and you see water out there, that’s not a surprise for anyone who is familiar with LaGuardia. So pretty much for everybody in the back, until they got the “*brace for impact*” announcement, they thought that this was a normal return-to-field-and-land (exercise).

**DW:** At what point did you give up to try and restart the engines, or did you keep trying until you touched down on the water?

**JS:** I think it was when we were a couple hundred feet in the air that I decided that this was not going to happen.

**DW:** At that point, Jeff, is there a procedure that you have to shut off the fuel to the engines to avoid a fire, or what do you do in that case?

**JS:** Actually, they were running, both of them. I saw the Airbus memo... The left one was running at about idle power, the right one was running at something less than...I

don’t even know if the right one was running. I know the flight attendants say that they could hear the ticking of the turbine blades...the fan blades, when they do when you are sitting on the ramp and they are not powered. They will make a “tick, tick, tick, tick, tick, tick” sound with the wind turning the fan blades, and they said they could hear that. But supposedly, the left one was getting about 30-35 percent power, and the right one, only 15 percent, so that one was probably completely shut down. We don’t do that (shut the fuel off) prior to the actual landing. But actually when we landed on the water, I did an actual evacuation checklist and part of that is pushing our fire buttons, which is preparatory in putting out an engine fire, and what that does is shut off everything to the engines: fuel, hydraulics, electrics, everything to the engines.

**DW:** You never did have a fire to the engines, did you?

**JS:** No, but using those buttons, even without a fire, is a normal procedure, because with one push of a button, it shuts down everything.

**DW:** I was glad – and I’m sure you were too – that you just got out of training, and you knew what chapter to go to in this thick checklist book, but how much of the checklist was done by memory? And is there an emergency memory checklist procedure you follow, or do you go strictly by the paper?

**JS:** Actually, in the airline industry, they try to get away from memorized checklists, and go to these QRH procedures. There are actually only two things which we actually have by memory on the Airbus, and they are minimal. They’re just a couple of items, because they want us to use an actual physical checklist, as opposed to a parody of things by memory, as it was when I was first hired.

**DW:** Tell me what it felt like touching down on the Hudson River? Did it feel different than landing on a hard surface runway? And do you have a seaplane rating?



**JS:** I don't have a seaplane rating. Surprisingly, it wasn't that bad. I understand that in back of the cabin, it was bad. But up in the cockpit, we kinda just skipped on the runway and it just kinda settled in, and water came over the windshield, and I was thrown forward in my shoulder harness, but not particularly violently. I just remember moving forward, but it wasn't like I had any bruises or anything from the shoulder harnesses, and I'm sure it wasn't even close to being that bad. And then the airplane kind of bobbed back up, and as you probably saw from the pictures, the cockpit was way up out of the water and seemed to be floating there and perfectly stable, like a boat.

**DW:** As it should be, right?

**JS:** Yeah, yeah, everybody was surprised that it floats....even Airbus. Obviously, no one has ever done this before.

**DW:** Now, the airplane has come to a rest. Tell me what happened from that point on...what you did. In fact, before we go there, I want to ask you, did you brace for impact, and how do you brace as a crew member of an airliner for impact, if you do?

**JS:** No, we don't do that, but we have five-point shoulder harnesses up on our seats, which obviously, the people in the back have a car-like seat belt. So we do not have any procedure

to brace for an impact.

**DW:** So, the airplane has come to a halt. What do you and Sully do... what's the first thing you guys do?

**JS:** Sully has to command an evacuation, and we don't have any electrical power at that point. So he had to open the door and say, "evacuate!" I was doing an evacuation checklist for a while afterwards. By the time I actually left the cockpit, half of the passengers had already left the airplane. They were enthusiastic about getting off the airplane. As you saw in some of the pictures, some of them just threw the emergency exit doors off and walked out onto the wings, and we had the escape slides on the front of the airplane, which are actual rafts. U.S. Airways has three different models of Airbus aircraft, and the 320 is the only one that is certified for extended (flight) over water, which means you can be 400 miles off shore. The escape slides double as rafts on those airplanes. They don't on the 319s and 321s. So it (A320) was the ideal airplane for this to happen on from that perspective. But I went back there, and the passengers were getting off the airplane just fine, but they were not taking any life vests with them because they are underneath the seats and of course no one was paying attention when the flight attendants were going through their

announcements to know that's where they were. So I was in the back of the cabin getting life vests and these seat cushions, and tossing them out to the people on the wing so they could put them on. And I did that for some period of time. I don't really remember how long. After a while, there was no one left in the airplane and I was still doing it, and Sully came back and we were the only people left, and we were the only people left for a while, so he said, "let's get out of here," and we did.

**DW:** I understand from one flight attendant back in the airplane, because one passenger tried to get out the rear exit door, that there was water coming into the cabin, and there was quite a bit of water still coming in when the flight attendant left. How many feet of water was there, and did you and Sully walk up and down the aisle, but how far back did you go? Did you go back all the way to the tail?

**JS:** No, I didn't. I went back probably two-thirds of the way. I think probably when all the people rushed back to the tail, the tail sunk into the water. But once they got off the airplane, it kind of came back out, because it wasn't that deep in the back.

**DW:** How badly damaged was the under-belly of the airplane? My understanding is that Airbus uses

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## **PILOT SKILL ON THE HUDSON**

a thinner aluminum than a Boeing aircraft, and I understand that some of that ripped off. Is that true?

**JS:** Well, all I know is what I've seen in the pictures, which anyone could have seen and frankly, there was a lot more damage than I would have thought having been there, living through the impact on the water. I was surprised how torn up the airplane was.

**DW:** How old was N106US?

**JS:** Actually, I don't know.

**DW:** We can look that up. Now, everyone has been rescued, you guys get on shore, all of your passengers are safe and your crew is safe, where did you go after that?

**JS:** You know, I don't think they knew what to do with us, because we were probably on that ferry dock for a couple of hours, and there were more police there than passengers and crew. Eight of our passengers actually got off at the ferry dock, went out to the street, hailed a cab back to LaGuardia, and got on the next flight to Charlotte, surprisingly enough. The rest of them were just milling about with Red Cross blankets on...I suppose we were there probably for a good 2 hours, and somebody decided that we absolutely had to go to the hospital, even though only one of our crew, Doreen, was injured and was taken to the hospital long before that. So we went to the hospital and they took our blood pressure and all of our vitals to check us in, and then they didn't know quite what to do with us, because no one was but a little bit wet. So we sat around there for another couple of hours and they decided to check us out, so they had to take all of our vitals again, which they had just done, because apparently it is a procedure they have to do with a check in and a check out. And then we went to the hotel that we were secluded in so we could stay away from the press.

**DW:** Was it a nice hotel?

**JS:** It was a Marriott.

**DW:** Let's give them a plug. I heard a story that someone ran into

Sully at a café drinking a cup of coffee after the incident happened. And by the way, I refer to this as an incident and not an accident. But whatever.

**JS:** I don't really know anything about that. Do you mean a passenger ran into Sully?

**DW:** Not a passenger. Maybe the owner of the café, and Sully was said to be just sitting there, drinking a cup of coffee. We should really call Sully and ask if this actually happened, because a lot of rumors can start. He was supposedly drinking a cup of coffee and very calm, as he has been throughout this entire ordeal, as you have too, and I commend you for this. If he was, he was probably just trying to gather his wits and figure what to do next. But as you said, you had a couple of hours in which you were sitting there on the shoreline. But were you two together for that whole period of time.

**JS:** Oh yeah. We were together the whole time.

**DW:** Well, then, it never happened.

**JS:** I assume that someone recognized him...I assume that happened in the hotel. I don't think anybody knew who we were at that point.

**DW:** Well, we all know who you are now, Jeff. Now, as far as officials go, you said the police were there...the rescue people were there. At what point did the pilot union step in, and the FAA, and NTSB, and who was first?

**JS:** The NTSB and the FAA, we don't actually see until we give our testimony. As it turns out, one of the pilots – we actually have a LaGuardia base – and one of the reps for the LaGuardia base actually lives in Manhattan, so within 45 minutes, he was there and trying to coordinate things with the police. And by the time we got to the hospital, quite a few people had shown up by that point because there are standing committees, so whenever anything like this happens, everyone drops what they are doing, and gets on a flight – in this case, to New York

City – and by 3-4 hours later, there were already six or seven union representatives, a lawyer had flown up from Charlotte...I was thinking, how did they get there so fast. But I guess they got on the next flight and got up there. By that evening, our accident investigation teams had shown up; and our critical response team, which is specially trained should we have an accident...they were there. They basically tell you, *"this is what is going to happen to you."* When we got to the hotel, they spent about 15 minutes with us, and said, *"you are not going to sleep tonight...you probably won't sleep tomorrow night...maybe after that, you will sleep an hour or two and you will wake up and relive the whole thing in your mind...you won't be able to turn your mind off...you will be exhausted...over time, it will get better...over time, you might actually remember details that you have forgotten now, because your mind has blocked them out."* They were there the whole time we were there if we needed to talk to somebody. They had further meetings with us later, but they are actually trained to help you get passed the post dramatic shock, is what it is. Any time you are in an accident, that is what you are going to suffer from.

**DW:** Did you and Sully and the rest of the crew suffer from Post Traumatic Syndrome?

**JS:** I don't know about the passengers, because we didn't have a lot of contact with them at that point. But all of us did. No one slept, probably for the first three days that we were there. I know that I didn't want to watch TV...I didn't want to sit around in my room, so I was out walking around New York City at 2:00 and 3:00 a.m., in the winter, just for something to do.

**DW:** You also said that you didn't want to watch TV, and apparently Sully felt the same way?

**JS:** I don't know if he was or was not. I just know that I didn't want to see anything about it.

**DW:** But you were also sequestered, and you were off in a private area. And you just knew that you landed in the Hudson River, but you didn't know what was going on nationally, apparently.

**JS:** That's true. We had no idea how this was being perceived. I mean, we're thinking we did this horrible thing, and we have this NTSB testimony coming up, and we are suffering from post traumatic shock; we had no idea how it was being perceived nationally. And some of our union guys – we would see them down at the restaurant or lobby – and they said that you have no idea how this is being played out in the press. And of course my initial reaction was, *"oh, it must be bad the way they phrased it,"* and they said, *"no, they are making heroes out of you guys."* (My Response): *"What, heroes? We just destroyed an airplane in the Hudson River."*

**DW:** You just saved 155 lives.

**JS:** Well, I suppose that's true, but as a pilot, you are focusing on the fact that if you didn't get it back to a gate, you obviously didn't do your full job. I think both of us felt that way at the time.

**DW:** What were some of the questions the NTSB investigators, or the FAA, asked you, and who asked you the questions first, the FAA or NTSB?

**JS:** The way it is set up, it is the NTSB's investigation, and they are not looking at putting you in jail. They are looking to find out what happened to prevent it from happening in the future. They have eight standing committees: powerplant, operations, human factors...there's a number of them anyways. They have a main investigator and he will basically get the story from you, and ask some questions – it takes about an hour – and then each committee has one member that does the actual interrogation of us, and they will have a number of questions to ask themselves; and there is also one member of the FAA there. My testimony took about 2 ½ hours,

and maybe an hour or more with the main investigator telling the story. And then the human factors portion. They said, *"Let's start out with the trip: when did you start, how much sleep did you get that night, did you eat anything,"* and going through, basically creating a time line, seeing if you were tired or exhausted, or if you hadn't eaten anything that day, to see if that would have any impact on it. Of course the operations people were asking, *"Well, what did you do? You did this checklist...let's go through the checklist."* The FAA person was pretty much asking about the checklist as well. *"What did you do, why did you do this?"* That's pretty much what it entailed.

**DW:** Did you feel uncomfortable during any of these question periods that you had with the FAA and NTSB?

**JS:** Not really. They know that if it is a confrontational situation, they are not going to get the information they want, so they try to make it as comfortable as possible. If they are hanging a light bulb over your nose, you are probably not likely to tell them the full story, for instance. The main goal here is to find what happened, and make sure it doesn't happen again. It's not that the main goal is to throw you in jail.

**DW:** You stated on the David Letterman Show that you have had four engine failures before, and Sully never had one...this was his first time. Did all of these engine failures occur while flying an airliner or general

aviation aircraft? What was the nature of each engine failure in the past?

**JS:** I guess they would all be considered airliners, because my first was on a piston Convair – a long, long time ago. And then I had an engine failure on a DC-9, while with U.S. Air, but that was probably 15 years ago; and here I got two with one swoop on the Airbus, so I guess I have had a total of four.

**DW:** So on your next airplane, you will have four stars on the fuselage?

**JS:** I suppose that's what you would have. Four propellers!

**DW:** What recommendations or precautions can a pilot or mechanic take to ensure that they reduce the risk of an engine failure? Obviously with U.S. Airways, you have top mechanics, you guys are very experienced pilots, and you are going to do a thorough preflight and everything else, but is there any advice you can give to fellow pilots to try and avoid an engine failure?

**JS:** I guess, except for my Convair engine failure, I wouldn't say that the other ones were really mechanically related, so it's like this: what can you do about hitting geese that are flying along? There really isn't anything you can do.

**DW:** My experience has been that birds try to avoid aircraft, especially if you have your landing lights on, and you had your landing lights on and your strobes and everything else, so maybe they were trying to avoid (the aircraft). Is that your experience, too?



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## ***PILOT SKILL ON THE HUDSON***

**JS:** Oftentimes you see them, they dive at the ground, when they get close to you, but obviously these birds didn't or they didn't care.

**DW:** It was reported in the media that this particular aircraft had engine problems in the past. What do you know about that?

**JS:** I know what I've read what the media has been reporting, and you have to remember that I almost don't have any more information than you do about this incident, except that I was there when it happened. But the fact that it had a compression failure the day before, or two or three days before, that was fixed, you know, frankly using my experience and knowing what goes on, the way I would explain it, let's say, your car... you start up your car one day and it's running really rough, and you take it to the shop and they say that one of the spark plugs' electrodes is gone and it's dead, so they replace the spark plug and the car runs fine, and you drive it off and two days later, you get rear-ended at a stop sign. The fact that your spark plug was bad two days before, then it was fixed, had nothing to do with being rear-ended at the stop sign, and that's really the case here.

**DW:** Yeah, the engines were running just fine prior to impact with the geese, so there was nothing wrong with them.

**JS:** The way they repaired them is that they changed the temperature probe. The engine had a compressor stall, apparently, and they changed a temperature probe, which is used by the computers to determine what the engine speed, what the fuel/mixture should be, and they fixed that, and it was running just fine after that.

**DW:** How has this experience changed your life, and your perspective on life?

**JS:** I guess it hasn't changed it a lot. I mean, I'm not 25 years old, so you are pretty much the person you are going to be at this point. Certainly I got to do a lot of interesting things in the last month or so that most people

will never have the opportunity to do. I think the only thing I would take away from it is that maybe it is a renewed understanding that being an airline pilot is a pretty serious thing. It is a serious job for serious people. I guess that has been brought home to me.

**DW:** How has the incident affected your wife, Barbara, and your children; and by the way, how many children do you have and how old are they?

**JS:** I have three kids: they're 17, 15, and 12. They didn't even really know about it until I called them on the phone, so they knew that I was okay right from the start. So, I wouldn't say that it has really affected them at all, except that my son was big man on campus when he got to go to the Super Bowl and get his picture taken with Adam Sandler. He was flashing that all around school for the next day or two. But it really hasn't had any long-term effect on them.

**DW:** I met your wife, Barbara, the day after the accident and she seemed cool, calm and collected, and very thankful that everything worked out just fine. Do you think this incident has received too much attention or not enough, or just the right amount?

**JS:** Way too much attention, for what it was. We are surprised that it received any attention outside the industry, and certainly not what it's gotten. I think it is a fluke...people wanted a good news story and they made it into more than it was...that's all I can really say about it. It has gotten way too much attention.

**DW:** Who came up with the title, "Miracle On The Hudson?"

**JS:** It was the governor of New York State (David Paterson). While we were still on the ferry dock, actually Mayor (Michael) Bloomberg and he had shown up and they were doing a press conference and he coined the term there, and it sort of took off from there, I guess.

**DW:** Do you think it was a "miracle," or do you feel that it is more attributed to "pilot skill" that it all turned out all good, and safe and wonderful?

**JS:** What we have said all along is that there are a lot of people that deserve a lot of credit for this, and I'm not just saying Sully and I. The flight attendants – Sheila, Doreen and Donna – they were the actual ones that evacuated the airplane... the passengers themselves, who very orderly lined up, did what they had to do; no one was pushing or shoving; no one was saying "me first;" they helped each other out – they deserve as much credit as anybody else. And of course, we wouldn't have been no where – this was freezing cold water in the middle of the Hudson River – had it not been for the boats that immediately came to our aid... the captains and crews of those boats, and the first responders who met us when we got to the ferry dock. There are a lot of people that deserve a lot of credit for this.

**DW:** I'm glad to hear you say that. It was really a team effort. I was very impressed too, with the boat captains and the crew members, and how well trained they were. And they go through training for this sort of thing quite often, but probably not for an airliner, or do they?

**JS:** Not for an airliner, but I found all this out just in the course of this incident that they actually have to train once a month in some capacity for pulling people out of the water in just this circumstance.

**DW:** Fantastic! They are to be very much commended. Do you think people will be talking about the "Miracle on the Hudson" for quite some time, or do you think it is going to be forgotten, that it will just be a chapter in history...what's your feeling on that?

**JS:** I think it has already been pretty much forgotten. Certainly by another week or so, it will be. So yeah, it will be just a moment in history. As I said all along, I think my 15 minutes of fame is just about over here.

**DW:** I heard you and Sully mention that you were able to handle the situation the way you did because



(of your experience)...I mean, throughout your career...you have over 20,000 hours and Sully has a little bit less than that, apparently. He has a military background and you have strictly a general aviation background, isn't that correct?

**JS:** Yes, that is correct.

**DW:** You have a lot of experience behind you...20,000 hours. I can't even imagine ever having 20,000 hours of flying time, because you go to work every day and hop in the cockpit, and you fly all of the time. I fly once a week, for business or for pleasure. This kind of gets into another area...it's called the "Age 60 Rule," and you are probably quite familiar with that, aren't you?

**JS:** Oh, yes, we don't have an "Age 60 Rule" any more. We have an "Age 65 Rule," now.

**DW:** Right, and that's a great thing. But because of the experience required to handle this situation, as compared with a "rooky" airline pilot that may have had most of his flight training done on a computer, and all of a sudden he gets thrown into the right seat, do you feel that it is of benefit to the general public to have people with experience over the age of 60 in that cockpit?

**JS:** I think, probably, people can fly past 60 more now than they could when I was first hired. I know I was always amazed when I was first hired because I was in my 20s, but my dad was 60 at the time, and I looked around at the crews and they were just about ready to retire, and they looked like they were 20 years older than my dad. But I think life was a lot harder back then. Now people don't smoke, they don't drink, people just seem to be a lot more aware...I think that they can fly past 60 more now than probably they could 20 years ago. I guess it would be my hope and belief that anyone in that cockpit and in our seats would have done pretty much the same thing on that day. We are highly trained professionals...that's what airline pilots are. And I just feel that anyone would have accomplished

the same things we had done.

**DW:** When do you expect to get back flying again?

**JS:** I'm going to get a couple of simulator sessions, because I hardly flew the airplane before this, and now it's been 5 weeks. But I'm planning to be back flying my trip that goes out in mid-March.

**DW:** Where does U.S. Airways have its sim flight training center?

**JS:** They have training centers in Charlotte and Phoenix, and I work with the Charlotte one.

**DW:** Jeff, you have been interviewed by Katie Couric, David Letterman, Larry King, and now *Midwest Flyer Magazine*. What's next on your agenda?

**JS:** Well, I actually have nothing on my agenda. Well, I guess I do...I have to testify before Congress for a Congressional Subcommittee next Tuesday, so I guess that's pretty big.

**DW:** Tell me about that testimony. What are you planning on telling them?

**JS:** At this point, I guess I really don't know what it's going to be about. Apparently, it's meet the Congressman, tell the story a little bit, get pictures taken with us...obviously, they don't actually make policy at that level. It's the FAA that makes all policy. The NTSB can suggest policy. But at that level, it is not like they will mandate two-engine failure training.

**DW:** Do you know if you are going to be meeting with Representative Jim Oberstar from Minnesota, by chance?

**JS:** I understand he is part of the

committee, and we will probably meet him while we are there.

**DW:** He is a really good guy, and from what I know of him, and what he has done for general aviation and the airline industry, you would think the guy was a pilot. But I just found out this year that he's not.

**JS:** Certainly, you've heard his name. I think I've heard his name throughout my entire career. He has been an aviation advocate obviously for decades.

**DW:** Now, last night you called me and said that you just met with the Dane County Board here in Madison, Wisconsin, and you met the airport director, Brad Livingston, and you are going to be doing something right after our interview with Brad. Tell us about that.

**JS:** He asked me to come over, and I think he wants to introduce me

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## **PILOT SKILL ON THE HUDSON**

to the firemen there, and to the airport employees – the first responders that they have available at the airport. But I don't know other than that what exactly it is going to entail.

**DW:** That should be interesting. Now there's another invitation that I even have on my list...that you have been invited to EAA AirVenture (Oshkosh, Wisconsin) this summer, July 27 thru August 2. What do you expect to do during EAA AirVenture?

**JS:** I have a whole host of activities that Tom Poberezny has set up. One of the things he has set up, and a new one that he added yesterday, was apparently Jet Blue flies an Airbus there for promotional purposes, and he wanted me to basically tell my story in front of the Airbus. I know what is going to be the highpoint for me...I kind of hinted that I wouldn't mind getting a ride in a P-51 (Mustang), and he said that I can plan on a ride in a P-51. So that's going to be the highlight of my decade, I can tell you that.

**DW:** So you suggested, or you asked Tom about riding in a P-51, and he said, "yeah, I'll make it happen?"

**JS:** Yup, that's pretty much the way it was. In an email I asked him if there would be any way I could get a ride in a P-51, and he emailed back, "Plan on a ride in a P-51!"

**DW:** That's great! I'm sure he is looking forward to having you up there, and all of the convention guests are

going to look forward to it as well.

**DW:** Last question.... Where is your Airbus now, and where do you think it will end up?

**JS:** I have no idea. You emailed me those pictures of it passing through Rutherford, New Jersey, and that's the first I knew that it left whatever site it was (at). I really know nothing more about what's happened since then than you do.

**DW:** Jeff, it's been wonderful having you here this morning. Is there anything else you would like to add to this interview...you are speaking with general aviation pilots...any final comments?

**JS:** I think I would just like to say what we have been saying all along – everybody associated (with this incident) did their jobs, and (it) had a positive outcome because of that...directly because of that. Sully and I, flight attendants, passengers, the first responders, the people that came to save us...that's the real story here, is that everybody did their jobs.

**DW:** And with that, we will end our conversation with Jeff Skiles of Oregon, Wisconsin, U.S. Airways First Officer, who flew the Airbus 320, N106US, Flight 1549, on January 15, 2009, that landed successfully in the Hudson River. Thank you, Jeff.

**JS:** Thank you. □

**Listen To The Entire Podcast Of This Interview With U.S. Airways First Officer Jeff Skiles  
On The Midwest Flyer Magazine Website — [www.midwestflyer.com](http://www.midwestflyer.com)**

### **WISCONSIN AVIATION CONFERENCE**

## **Jeff Skiles Invited To Speak At 54<sup>th</sup> Annual Wisconsin Aviation Conference**

EAU CLAIRE, WIS. – U.S. Airways First Officer Jeff Skiles of Flight 1549 fame is scheduled to be the featured speaker at the Wisconsin Aviation Conference, May 4-6, at the Ramada Convention Center in Eau Claire, Wisconsin.

The complete conference agenda, hotel information and registration forms are posted on the Wisconsin Airport Management Association website: [www.wiama.org](http://www.wiama.org). Registration is \$65 and includes all meals, receptions and events.

A reception and golf tournament will be held preceding the conference at Wild Ridge Golf Course, and a sporting clay shoot will be held at the Whispering Emerald Ridge Game Farm.

For additional information, contact Pete Drahn at 715-358-2802, or email [daredem@verizon.net](mailto:daredem@verizon.net).

For hotel reservations, contact the Ramada Convention Center at 800-950-6121 or 715-835-6121.

The Wisconsin Aviation Conference is cosponsored by the Wisconsin Airport Management Association, Wisconsin Aviation Trades Association, and Wisconsin Business Aviation Association. □

22 APRIL/MAY 2009 MIDWEST FLYER MAGAZINE

### **IOWA AVIATION CONFERENCE**

## **Acting Associate FAA Administrator-Airports To Be Featured At Iowa Aviation Conference**

WEST DES MOINES, IOWA – The Iowa Aviation Conference, sponsored by the Iowa DOT Office of Aviation and the Iowa Public Airports Association, will be held at the West Des Moines Sheraton Hotel, April 22-23.

Confirmed speakers will include Kate Lang, Acting Associate Administrator, FAA Office of Airports (FAA Headquarters); Chris Blum, Administrator, FAA Central Region; Henry Ogrodzinski, President/CEO, National Association of State Aviation Officials (NASAO); James Coyne, President/CEO, National Air Transportation Association (NATA); Barb Fritsche, specialist on Economic Impact of Airports and Aviation, Wilbur Smith Associates; and Jim Johnson, Manager, FAA Central Region Airports Division.

The conference will include a "pilot safety seminar" beginning at 7:00 pm on Wednesday, April 22. Speakers will include Paul Berge (Indianola), Shane VandeVoort (Pella), and Chris Manthe (FAASteam). There is no charge to attend the pilot safety seminar. ([www.iowaairports.org/conference/](http://www.iowaairports.org/conference/))

Contact Sue at 515-727-0667 for registration. □



## Aircraft Accident Survivors Face Risk of Posttraumatic Stress Disorder

While everything appeared to be normal following the successful emergency landing of U.S. Airways Flight 1549 on the Hudson River in New York City on January 15, 2009, passengers and crew members reported experiencing Posttraumatic Stress Disorders (PTSD) including sleepless nights. And as reported in an interview with U.S. Airways First Officer Jeff Skiles, passengers and crew were forewarned of the possibility of PTSD shortly following the incident.

### What Is Posttraumatic Stress Disorder?

According to MedicineNet.com, posttraumatic stress disorder (PTSD) is an emotional illness or psychiatric condition that develops as a result of a terribly frightening, life-threatening, traumatic, catastrophic life experience, or otherwise highly unsafe experience. PTSD sufferers re-experience the traumatic event or events in some way, tend to avoid places, people, or other things that remind them of the event (avoidance), and are exquisitely sensitive to normal life experiences (hyperarousal).

Although this condition has likely existed since human beings have endured trauma, PTSD has only been recognized as a formal diagnosis since 1980. However, it was called by different names as early as the American Civil War, when combat veterans were referred to as suffering from "soldier's heart." In World War I, symptoms that were generally consistent with PTSD were referred to as "combat fatigue." Soldiers who developed such symptoms in World War II were said to be suffering from "gross stress reaction," and many who fought in Vietnam who had symptoms of what is now called PTSD were assessed as having "post-Vietnam syndrome." PTSD has also been

called "battle fatigue" and "shell shock." Many returning U.S. veterans developed disturbing psychological symptoms and impaired functioning.

More recently, the 9/11 tragedy, the Asian tsunami, the London bombings, and Hurricane Katrina and its aftermath have left thousands of people at risk for this potentially debilitating condition. PTSD symptoms can develop weeks or months, or sometimes even years, following a catastrophic event. Along with survivors of natural disasters, wars, and acts of terrorism, people who have been the victims of violent crime or torture often develop symptoms of PTSD.

PTSD symptoms vary among individuals and also vary in severity from mild to disabling. PTSD symptoms can include one or more of the following:

- flashbacks about the traumatic event.
- feelings of estrangement or detachment.
- nightmares.
- sleep disturbances.
- impaired functioning.
- occupational instability.
- memory disturbances.
- family discord.
- parenting or marital difficulties.

Sometimes the manifestations of PTSD wax and wane, with symptom-free intervals occurring between symptomatic episodes. Anniversaries and reminders of the precipitating event can exacerbate the symptoms. Sometimes PTSD occurs in combination with other emotional disorders or with specific physical symptoms.

PTSD can develop in persons of any age, including children. The diagnosis of PTSD is confirmed when the disturbing symptoms persist for longer than one month. Because individuals differ in their reactions to traumatic events, it is not possible to

predict in advance who will develop PTSD following a tragedy. PTSD is relatively common, with 3.6% of U.S. adults estimated as having PTSD in a given year. Approximately 7%-8% of people in the United States will likely develop PTSD in their lifetime, with the lifetime occurrence (prevalence) in combat veterans and rape victims ranging from 10% to as high as 30%.

Somewhat higher rates of this disorder have been found to occur in African Americans, Hispanics, and Native Americans compared to Caucasians in the United States. Some of that difference is thought to be due to higher rates of dissociation soon before and after the traumatic event (peritraumatic); a tendency for individuals from minority ethnic groups to blame themselves, have less social support, and an increased perception of racism for those ethnic groups; as well as differences between how ethnic groups may express distress. Other important facts about PTSD include the estimate of 5 million people who suffer from PTSD at any one time in the United States and the fact that women are twice as likely to develop PTSD as men.

As evidenced by the occurrence of stress in many individuals in the United States in the days following the 2001 terrorist attacks, not being physically present at a traumatic event does not guarantee that one cannot suffer from traumatic stress that can lead to the development of PTSD.

Psychotherapy has been the most effective method of treatment for PTSD. In some cases drug therapy may be effective, and antidepressant medications of the selective serotonin reuptake inhibitor (SSRI) class, such as fluoxetine (Prozac), sertraline (Zoloft), paroxetine (Paxil), venlafaxine (Effexor), duloxetine (Cymbalta) are sometimes prescribed for relief of PTSD symptoms ([www.medicinenet.com](http://www.medicinenet.com)). □



## GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

### Fuel Tax Proposals & The Upcoming Summit

New leaders often try to take the tried and true up a notch, and AOPA's new President, Craig Fuller, is no exception. Perhaps the most obvious example of this to members was



Bill Blake

his recent announcement of exciting new plans for the association's annual convention, which has been renamed the AOPA Aviation Summit (formerly EXPO). "It is all our convention has offered and more," said Fuller. "The Summit's collaborative and hands-on environment is designed to bring together pilots, aircraft owners, aviation businesses, students, enthusiasts, and policy makers, and to give all of them — all of you — new power to shape your future and the future of general aviation. And for the first time we will be reaching outside the aviation community to welcome the public into all that general aviation has to offer." The event is being held in Tampa, Fla., November 5 through November 7, 2009. This is an event you will not want to miss!

The states in my region are still struggling with budget issues (as we all are). In Michigan, the aviation fuel tax has been declining due to decreased fuel sales. The Michigan Bureau of Aeronautics and the Michigan Association of Airport Executives are concerned that it may be difficult to meet the state's share of matching funds for the federal

airport improvement program that funds the vast majority of public airports' infrastructure needs. As you may remember from my last article, an effort was made during the lame duck legislative session to increase the state aviation fuel tax from 3 cents a gallon to 3% of the wholesale price. AOPA strongly opposed a percentage tax, which died with the session. In February, AOPA was invited to a meeting of various aviation interests in Michigan to talk about future funding of state aviation needs. The meeting was held at the offices of the Michigan Bureau of Aeronautics in Lansing. Those present included the state director of aeronautics, representatives from the Michigan Business Aviation Association, the Michigan Association of Airport Executives, Northwest/Delta Airlines, AOPA Vice President of Regional Affairs, Greg Pecoraro, and me.

Greg made it clear that AOPA was opposed to any percentage fuel tax. AOPA continues to believe that before we talk about any fuel tax increase, we should focus on having a part of the sales tax on aviation fuel and products that we are already paying dedicated to aviation. Also, before we are asked to pay any increased fuel tax, that money should be protected from trust fund raids. The funds should be dedicated to capital/infrastructure improvements. No agreement could be reached during the meeting. I suspect one or more aviation tax increase bills will be introduced. Be assured that AOPA will strongly oppose those that provide no benefit to our members.

In Illinois, House Bill 451 was introduced on February 4, 2009, which would add a 5% luxury tax on top of the current sales tax on aircraft sold for \$500,000 or more (among other things). It is believed that such a tax would reduce the total tax revenue in Illinois, instead of increasing it, because sales would take place out of state. Thus, the current sales tax would be lost, as well as the new luxury tax. AOPA acted quickly to oppose this

bill, and asked members residing in the taxing districts of those legislators on the subcommittee considering the bill, to make their voices heard. As a result of the aviation community's efforts, the bill appears stalled, but if it shows signs of moving, we will likely be asking more of you for help.

As mentioned in earlier articles, the Minnesota legislature transferred \$15 million from the Minnesota Aviation Trust Fund to the sagging general fund last year. AOPA and other aviation interests have been trying to get the money returned to the aviation fund. Several different bills have been introduced on this issue. Failure to return the money could result in the same matching funds problem facing Michigan.

One good news story! Just a few years back, Smith Field, the general aviation reliever airport for Fort Wayne, Indiana, was in a fight for its life. In fact, in 2003 the Fort Wayne-Allen County Airport Authority announced its decision to close the GA field. But local pilots and AOPA resolved not to let that happen — and they didn't.

Today, Smith Field is thriving. It boasts a new AWOS and self-serve fuel pumps, has a steadily increasing number of operations, and is home to an A&P training school. The turnaround has been remarkable, but it wouldn't have been possible without the commitment and dedication of the airport's users and supporters.

"This is a great example of what pilots can do when they work together on behalf of airports," said Greg Pecoraro, AOPA Vice President of Regional Affairs. "It took years of hard work, first to save the airport, and then to ensure its future. Smith Field should be a model and inspiration for pilots at threatened airports everywhere."

To learn more about these and other issues, please go to the AOPA website [www.aopa.org](http://www.aopa.org), and don't forget to put the first AOPA Aviation Summit on your calendar, Nov 5-7, 2009, Tampa, Fla. □





## Staying the course



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These days, lambasting GA seems to be a popular pastime in some circles. Businesses are being scrutinized for their use of private aircraft, the Transportation Security Administration (TSA) has proposed regulations that could cripple GA without substantively enhancing security, and the future of FAA funding is still up in the air. All of this is happening against the background of an economic downturn that affects every industry, including general aviation.

How should we respond to these conditions? It may sound odd, but I believe we should keep doing exactly what we've always done.

Throughout the 70 years of AOPA's existence, we have always advocated for general aviation. We have worked hard to preserve access to airspace, keep airports open, minimize burdensome regulation, educate pilots, and promote the value of GA. Today, we need to keep doing that, and do more of it than ever.

That's why we are busy testifying before Congress and the TSA, and working with other aviation organizations on big issues like security and FAA funding. It's also why, through the AOPA Air Safety Foundation, we offer an ever increasing number of free online courses to help pilots fly more safely. It's why I am telling the story of general aviation to anyone and everyone.

After all, it's a great story! At a time when so much we hear is gloom and doom, general aviation is providing benefits to those who use it, and even those who don't. It is an industry that innovates, creates jobs, feeds the economy, and transports goods, services, and people.

So while we at AOPA are busy doing what we've done for the past 70 years, I'd urge you to also stay the course. Keep flying, keep learning, and keep being an active part of the great GA community. The current storm of negative opinion and economic weakness will pass—and we can help it on its way.

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# Dreams Come True!

by Craig Fuller  
AOPA President & CEO

Many of us in aviation got started flying in pursuit of a dream. For some, the dream is an aviation career; for others, it's the freedom to leave the earth behind. Sometimes aviation itself is the dream, and sometimes it serves the dream, as it does for business people who use GA to expand their reach or get home to their



Craig Fuller

families more often.

I recently had the honor of making a dream come true for one pilot when, for the very first time, I awarded AOPA's sweepstakes airplane to a lucky member. And as it turned out, the experience was just as rewarding for me.

I had accepted an invitation to speak at the Women in Aviation International conference in Atlanta, and it seemed like the perfect venue to surprise our winner, Karoline Amodeo, a 25-year-old pilot from New York.

Meeting her reminded me that, even in tough times, aviation has much to offer those who dream.

Karoline is passionate about flying, and a poised and gifted communicator. She loves sharing her enthusiasm for flying and life, and seemingly spreads joy and goodwill wherever she goes. And she has actively pursued her dreams – first learning to fly, then earning a degree in air traffic control management from Daniel Webster College, going on to work at an FBO, and pursuing a position as an air traffic controller.

And now, she is also the owner of the beautiful AOPA "Get Your Glass" Sweepstakes airplane – any pilot's dream.



If winning a pristine airplane is one of your general aviation dreams, keep on dreaming! You have another chance this year, when we will give away the "Let's Go Flying" Sweepstakes Cirrus and make someone else's dreams come true. □

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## St. Cloud – Host Airport Of Minnesota Airports Conference

**E**ach year, the Minnesota Airports Conference is held in a different city in the state, and the local airport is the host for the event to be held this year, April 15-17, 2009 at the St. Cloud Civic Center in St. Cloud, Minnesota. St. Cloud Regional Airport (STC) is the host airport for the conference, which is cosponsored by the Minnesota Council of Airports and the Minnesota Department of Transportation Office of Aeronautics. Bill Towle is the airport manager.



Bill Towle

St. Cloud Regional Airport is owned and operated by the City of St. Cloud. The airport consists of 1,400 acres. The predominant features of the airport include two intersecting runways, associated parallel taxiways, the airline terminal building and support area, an airport rescue and fire fighting facility, a general aviation area that is home to a full-service fixed base operator, an air traffic control tower, and the Army Aviation Support Facility.

There are approximately 95 employees working for various tenants at the airport. St. Cloud Regional Airport is vital for the ongoing development and economic growth of St. Cloud and the surrounding communities. According to an economic impact study completed in March 2005 by St. Cloud State University's Economic Development Center, the airport generates \$16 million in annual economic impact for the area.



St. Cloud Regional Airport (STC)

St. Cloud is classified as a "transport category airport" by the Federal Aviation Administration (FAA), and is certified under Part 139 of the Federal Aviation Regulations (FARs). FAR Part 139 describes FAA certification and operation requirements for airports serving scheduled airlines with aircraft seating for more than 9 passengers. The airport, therefore, qualifies as a primary air carrier airport in Minnesota, and its role as a reliever to Minneapolis-St. Paul International Airport is expected to expand in the future.

St. Cloud Regional Airport accommodated 45,000 operations in 2008 and that number is expected to increase with the addition of the Army Aviation Support Facility that

was recently completed. The airport also accommodated 39,500 airline passengers in 2008.

St. Cloud Regional Airport features two runways: 13-31, and 5-23. Runway 13-31 is 7,000 feet long and 150 feet wide, and Runway 5-23 is 3,000 feet long and 75 feet wide. Runway 5-23 has bituminous pavement and the recently reconstructed Runway 13-31 is composed of 12-inch thick steel reinforced concrete. The runways and taxiways were originally constructed in 1969, and reconstructed in 1985, using a federally-approved porous friction course. In the fall of 2000, work began on reconstructing Runway 13-31. It was completed in the summer of 2001, extending the length to 7000 feet. Runway 5-23 consists of a 1-inch porous friction course on top of two 1½-inch layers of asphalt. The asphalt sits on top of a 7-inch aggregate base.

Both runways have full-length parallel taxiways. Taxiway A provides direct access from both the passenger terminal area and the general aviation area. Runway 5-23 is served by taxiway D, a 40-foot wide full-length parallel taxiway located on the north side of the runway. There are two main areas of the airport with aircraft parking aprons: the passenger terminal area and the general aviation area.

The airport's field maintenance facilities are found in the T-hangar

**CONTINUED ON PAGE 30**

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Tom & Renee Watry





LEFT PHOTO: Bill Mavencamp.

TOP MIDDLE PHOTO: Bill Mavencamp with his aircraft maintenance manager.

TOP RIGHT PHOTO: Avionics sales, installation and repair is a growing department at St. Cloud Aviation.

BOTTOM RIGHT PHOTO: Bill Mavencamp with general manager, Steve Hollingsworth.

## Wright Aero & St. Cloud Aviation... Providing College-Level Flight Training, Executive Air Transportation & High-Tech Aircraft Maintenance

by Dave Weiman

ST. CLOUD, MINNESOTA – The Mavencamp family – Bill and his wife, Bonnie, and son, Greg – have made their respective marks in General Aviation throughout central Minnesota. They own both Wright Aero in Maple Lake and St. Cloud, Minnesota, and St. Cloud Aviation in St. Cloud. Wright Aero provides flight training for St. Cloud State University's professional pilot program, flight training for General Aviation pilots, air charter, and crewing for corporate aviation. St. Cloud Aviation provides aircraft maintenance.

Bill Mavencamp grew up on a

farm in Maple Lake. His father was a private pilot and got Mavencamp interested in flying. When he graduated from high school in 1966, Bill enlisted in the U.S. Army as an aircraft mechanic working on Cessna O-1 Bird Dogs and U-5 de Havilland Beavers. During his 3 years in the service as an aircraft technician, 1 year of which was spent in Viet Nam, Mavencamp acquired his Airframe & Powerplant and Inspection Authorization Certificates. He then went on to teach flying with the Army Flying Club at Fort Riley, Kansas.

Once he was out of the service in 1969, Bill Mavencamp and his father

started a flight school, and business was good with veterans learning to fly on the GI Bill. He sold that business in 1978 and flew for Hanauer Gear, now Columbia Gear, in Avon, Minnesota. In 1980, Hanauer Gear moved their sales operation to Detroit, and Mavencamp took a position with a small oil company in Oklahoma City for the next 2 years. But Mavencamp enjoyed running his own business, and moved back to Minnesota in 1982 to start another flight school and charter company. He named his business "Wright Aero," partly in honor of the Wright Brothers, and partly because the location of the business in Maple Lake was in Wright County.

Among Wright Aero's largest charter accounts included Herberger's Department Store. The company used Wright Aero's charter service for 18 years until they closed their



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### **St. Cloud Aviation**

St. Cloud office. Mavencamp is also the corporate pilot for "Carefree Capital," a venture capital firm based in the Twin Cities.

St. Cloud Aviation was established in 1970 by Tom Hron. In 1986, Mavencamp bought the flight training portion of St. Cloud Aviation, located at St. Cloud Regional Airport. A year later, he purchased the rest of St. Cloud Aviation with partner

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### **St. Cloud Aviation**

Bob Shaddock, president of Jerry's SuperValu Stores. In addition to servicing most makes and models of general aviation aircraft, the company is well known for the installation and modification of float planes. Wright Aero serves both Maple Lake Municipal Airport and St. Cloud Regional Airport. The companies employ 50 people, including 17 pilots.

Mavencamp holds an Airline Transport Pilot Certificate, the Gold Seal Certified Flight Instructor Certificate, is an FAA Designated Pilot Examiner, and has a total of 32,000 hours of flight time.

Business has swung with the economy with an expanded emphasis on aircraft maintenance, including "avionics" sales and service.

St. Cloud Aviation started its avionics department in 1984. Dave Backes has been the shop's manager since 1987, leading a staff with over 50 years of combined experience in avionics repairs and installations with technicians, Jim Fairchild and Lloyd Rinkel.

As the technology advances, so does the avionics department at St. Cloud Aviation. Recent installations have included "glass cockpits" featuring the Garmin G600 and the Aspen EFD1000 pro systems. The avionics shop can also perform software and database updates for Garmin and King systems, including the G1000. St. Cloud Aviation is an authorized dealer for most major avionics manufacturers, including Garmin, Honeywell, Aspen, L-3

Communications, S-Tec, Century Flight Systems, Avidyne, and Sandell Avionics.

Steve Hollingsworth has been the manager of St. Cloud Aviation since 1993. Prior to becoming manager at St. Cloud, Hollingsworth was manager at Santa Barbara, California from 1983-93. He believes that in order for any business to survive these tough economic times, that they must be completely sure they are providing the best service possible for customers and able to justify the prices they need to charge. For additional information or an appointment call 320-253-1500.

Tammy Pauman is the manager of Wright Aero at St. Cloud: 320-252-5858. Bill and Greg Mavencamp manage Wright Aero at Maple Lake: 320-963-6796, or 320-963-5094. □

### **St. Cloud Regional Airport From Page 27**

area. It serves as the main facilities for field maintenance operations with all vehicles and snow removal equipment stored within the building's nine-vehicle bays. There are 74 city-owned and maintained T-hangar bays located on the west side of the general aviation area. The City of St. Cloud owns and leases all of the storage T-hangars, with the exception of the St. Cloud State University (SCSU) Aero Club hangar and one private hangar that was built and donated to the City of St. Cloud.

There are two fixed base operators (FBOs) operating at St. Cloud Regional Airport: Wright Aero and St. Cloud Aviation. These businesses offer a wide variety of aviation services, including based and transient aircraft storage, fuel sales, aircraft rental, aircraft service, aircraft charter services, aircraft and avionics maintenance, and flight instruction. These businesses have combined aircraft storage and aircraft maintenance hangar areas of approximately 40,000 square feet and a cumulative tie-down apron area of approximately 7,700 square yards. St. Cloud Aviation operates out of

the general aviation terminal arrival/departure building that is owned by the city and leased back to St. Cloud Aviation. Other operators at STC include the St. Cloud State University Aero Club, the Army National Guard, the Civil Air Patrol, and an agriculture spraying business.

Navigation aids on the airport include non-precision landing aids, precision landing aids, and lighting systems. Runway 13-31 has high intensity runway lights (HIRLs) and Precision Approach Path Indicator (PAPI) lights on each end. Additionally, there is a precision Instrument Landing System (ILS) with Medium Intensity Approach Lighting and Runway Alignment Indicator Lights (MALSR) for both Runway 13 and Runway 31. Non-precision landing aids on Runway 13-31 include a VHF omni-directional radio range (VOR), distance measuring equipment (DME), and non-directional beacon (NDB) approaches to each end of the runway. LPV approaches to both Runway 13 and 31 are currently being designed. Runway 5-23 has medium intensity runway lights (MIRL) and a non-precision global positioning system (GPS) approach to each

runway end. The newly completed 13-31 also has future capability to include in-pavement lighting. The airport also has an airport beacon, a compass rose and a lighted windsock with a segmented circle.

The airline terminal building was completed in October 1995 and dedicated in December 1995. It was designed to accommodate two turboprop aircraft at one time. Airline service with larger aircraft required expansion of the facility, which was completed in March of 2009. This expansion included adding 9,000 sq. feet to the existing 10,000 sq. ft. building for a larger secure area, new standardized security checkpoint, and TSA office space. The existing building was also partially remodeled to accommodate the changes. There are two airline ticket counters and associated office and support areas, a sandwich shop, car rental area that can accommodate up to three car rental companies, airport administrative offices, and a conference room. Since the opening of the airline terminal, Mesaba Airlines has increased its daily operations and replaced all 19-seat aircraft with 34-seat SAAB 340 aircraft.



Mesaba Airlines, operating as Northwest Airlink, began service to St. Cloud Regional Airport in July 1993. The airline currently has four arrival and four departure flights each day serving the St. Cloud/Minneapolis market. Northwest Airlink utilizes SAAB 340 aircraft, which seat 34 passengers. There are a total of 10 commercial operations (takeoffs and landings) scheduled each day. Sun Country Airlines also offers two direct flights a month from STC to Laughlin, Nevada using B737-800 aircraft.

The City of St. Cloud Fire Department provides Airport Rescue and Fire Fighting (ARFF) coverage 24/7. The ARFF facility provides accommodations for ARFF personnel and equipment. The airport meets the required FAA Index A minimums for ARFF equipment and agents. Federal Aviation Regulations currently require one individual to be stationed at the airport. The airport currently has

two ARFF vehicles: 1997 Ford RIV with 100 gallons of pre-mix Aqueous Film Forming Foam (AFFF) plus 450 lbs. of dry chemical agent; and a 2002 Oshkosh Striker with 1500 gallons of AFFF, plus 450 lbs of dry chemical agent. The ARFF facility was designed to meet future demand and can house two individuals and two 1500-gallon ARFF vehicles.

Under FAR Part 139, it is required that all ARFF personnel be CPR certified and have a live aircraft fire exercise each year. Additionally, all fire personnel assigned to the airport must complete a basic ARFF standardized course, and attend a specialized ARFF training session annually. The airport is also required to conduct a full-scale disaster exercise at least once every three years.

St. Cloud Regional Airport completed construction of an Air Traffic Control Tower in the fall of

2004. This is considered a "contract tower," which means the controllers are not employees of the FAA, but rather the FAA contracts this service out. The controllers are typically former FAA and military controllers and they adhere to the same safety standards as the FAA.

The Army Aviation Support Facility (AASF) was completed in March 2009. The St. Cloud facility is mostly comprised of a portion of the St. Paul facility that was moved to St. Cloud. The facility is home to 10 helicopters: six Blackhawks and four Chinooks. The AASF will be a maintenance facility and will employ 50 full-time technicians and administrative personnel, as well as another 15-20 employees during flight operations. The \$35 million facility sits on approximately 55 acres and is expandable for future needs.

For additional information, call 320-255-7292. □

## LEGISLATION

### User Fees Issue Surfacing Once Again Under New Administration

WASHINGTON, D.C. – The U.S. House of Representatives' Transportation and Infrastructure (T&I) Committee, which met in early March, approved the FAA Reauthorization Act of 2009 (H.R. 915), a funding bill that does not contemplate new user fees for general aviation. Nonetheless, affordable participation in personal flight is once again in peril, as proponents


of user fees present their case not only to a new Congress, but also to a new administration, where they've evidently made some traction. The general aviation community will have to rally once again to quash attempts to strap general aviation with a disproportionately heavy burden to pay for management of our nation's airspace.

In another testament to the often cyclical nature of lawmaking, the current status of the user fees issue bears an uncanny resemblance to where it was in the spring and summer of 2007. Now, like then, the T&I Committee has passed an FAA

budget-reauthorization act without user fees, the Senate counterparts haven't yet committed, and the administration has proposed a budget that would include user fees.


The next steps entail attempting to make inroads with the administration. The goal is to get the "direct user charges" out of the President's proposed budget before it gets published this spring.

All general aviation pilots should stand ready to rally behind this cause as they did two years ago. Accordingly, general aviation groups are ramping up their opposition to work together ([www.eaa.org](http://www.eaa.org)). □



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## Worth The Effort

by Gary Workman, Director  
MnDOT Office of Aeronautics

Winter's frigid grip has finally given way to longer days and warmer temps. In a little while, we will begin to see the renewal of life in abundance. Soon the green chutes of new plants and the early spring crocus flowers will be visible confirming the new season has arrived.



Gary Workman

Spring weather can also bring snow, ice, fog, thunderstorms and more. So we want to be sure you will be prepared to make the right decisions before flying as well as when you are in the air. So please, plan ahead for safety.

It is important to also re-familiarize yourself with METAR and other weather information programs so that you won't miss important data about rapidly changing spring weather conditions. If you haven't really looked at those products since last fall, please take the time to check them out.

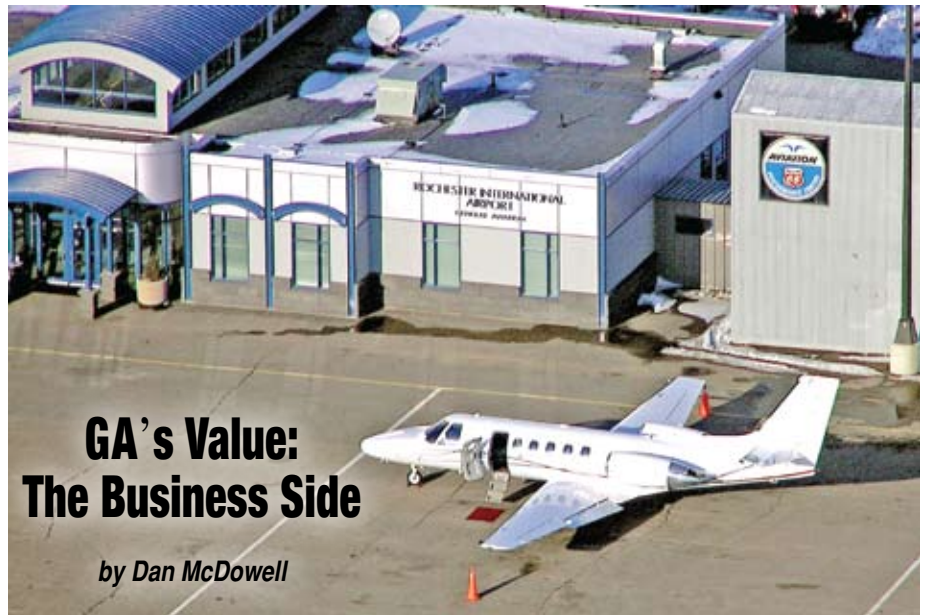
A few final thoughts: As we begin the approach to the end of the Legislative season, I want you to know that we in your Office of Aeronautics have been working hard to ensure we can continue to provide the products and services we provide. We are also working to make sure our public airports remain as some of the very best in the nation in safety, services, and quality. But as the President has

said, we are all in this together.

With that in mind, I urge you to immediately become an active participant in programs to support aviation in your community, like the adopt-an-airport program. Volunteer your time or get a group together and volunteer together to help maintain and beautify your airport. If you are a pilot, be sure to take an active role by participating in the Fly Minnesota Passport program. While you are flying, consider introducing aviation

and flight to people, especially youth who have not yet experienced the excitement it brings.

Finally, I remind every aviation enthusiast and pilot how vitally important it is that you stay well informed about aviation and aviation in your community. Know what aviation brings to your city or town and share that information with your elected leaders in your city, county, state and at the federal level. Believe me, aviation is worth the effort! □



## GA's Value: The Business Side

by Dan McDowell

In the latter weeks of 2008, the U.S. Congress held a hearing for the big three auto-makers asking them to explain why they needed bailout money. But the event was somewhat sidetracked when the invitees indicated they had flown in -- two executives in corporate-owned business jet aircraft and one executive in a chartered business jet. From strictly a "perception" point of view, what they did was neither extraordinary, nor flashy, or unique.

In fact it was business as usual for them. Though it may have been a public relations faux pas on a very visible stage, it was in reality the most efficient way for those individuals to get from point A to point B in a timely manner.

So why was there such an uproar about these businessmen and other businesses using their aircraft to get to business meetings? The uproar came about from a significant lack

**CONTINUED ON PAGE 46**

## Tom Poberezny Named EAA Chairman & Begins Search For New President

*"The greatest challenge has been meeting people's expectations. It's not what we say that's important, but what we do."*

**Tom Poberezny**

The following interview with Tom Poberezny by *Midwest Flyer Magazine* Editor Dave Weiman, took place on March 17, 2009.

**T**he Experimental Aircraft Association announced March 4, the appointment of Tom Poberezny as Chairman of the Board. EAA Founder and Tom's father, Paul Poberezny, 87, officially stepped down as Chairman in February. Tom Poberezny will continue with his current responsibilities as President, while also assuming the Chairman's role until a successor can be found to become the new President of EAA.



Tom Poberezny

As Chairman, Tom Poberezny will provide ongoing counsel to the organization while focusing specifically on building EAA's endowment, which will lay the foundation to secure the organization's future.

### Tom Poberezny's Background

Tom Poberezny has a degree in Engineering from Northwestern University. While in college, he started working for EAA during the summers in the maintenance shop at the old EAA headquarters in Hales Corners, Wisconsin.

After graduating from college in 1968, he became interested in flying "aerobatics." Tom Poberezny was a member of the U.S. Aerobatic Team, and represented the United States in the 1972 World Aerobatic

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The proper insured value to carry is the amount of money it would take to purchase another aircraft exactly like yours (i.e., same year, make and model, etc.—not a brand new one). The aircraft dealer you purchased the aircraft from should be able to give you the best idea of its current value. In addition, your insurance broker should have resources to help give you an idea of the value. This valuation should be reviewed annually on renewal and adjusted accordingly.

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Championships in Salon de Provence, France. He went on to win the National Aerobatic Championship title in 1973, and flew with the Red Devils and Eagles Aerobatic Flight Teams from 1972 to 1995.

Tom Poberezny has been Chairman of EAA AirVenture since 1977, and President of EAA since 1989.

One of his largest undertakings at EAA was to build the EAA Aviation Center in Oshkosh, Wisconsin in 1983. He has since garnered the support of the Federal Aviation Administration and National Air & Space Administration to likewise build permanent buildings on the convention grounds to promote their agencies and to support EAA initiatives.

**DW:** Tom, thanks for accepting our invitation to be interviewed today.

Of all of your accomplishments in aviation, which accomplishment means the most to you and why?

**TP:** That's an interesting question. I have been in aviation for the vast majority of my life. I think it has been a situation where the relationships developed, the opportunity to not only fly air shows with the Eagles and be at the top of the game there, but the accomplishments with EAA with the success of AirVenture, the Young Eagles program, and the contributions EAA has made to aviation...to be a part of that has really been important to me. So it's really hard for me to name one thing...it's been my overall involvement with EAA and the air show industry.

**DW:** You have been EAA AirVenture Chairman since 1977. Producing the world's largest fly-in convention has to be challenging, yet extremely rewarding. What has been your greatest challenge in producing EAA AirVenture?

**TP:** I think, Dave, the greatest challenge has been meeting people's expectations. In trying to meet people's expectations, is why, I think, we have been successful; the involvement and the participation of our members, our volunteers, our directors and so forth. With

success grows our expectations, and the ongoing process of meeting expectations. And in answering the question, what is the big attraction for the next year, that has been the greatest challenge, but also very rewarding.

**DW:** What has been your greatest reward in producing the event?

**TP:** The fact that AirVenture-Oshkosh has gained for the aviation community, not only domestically, but globally, in terms of its impact, both to the industry and the people who participate.

**DW:** It is so important. As a member, and as someone in this industry, I just can't tell you enough how important AirVenture is to the whole picture of general aviation, and to aviation in general.

**TP:** Well, thank you.

**DW:** I thank you for that, Tom...I thank EAA for that because like you said, it involves so many volunteers and staff members.

The daily air shows at AirVenture must mean a lot to you, having been a member of the Red Devils and Eagles Aerobatic Teams for 24 years, having worked with the biggest names in the air show entertainment industry, and having received the top awards for showmanship. Of all the people you have had the privilege of working with in the air show industry, as a performer and also as a producer, who do you admire the most, and why?

**TP:** That's a great question. I have been fortunate to grow up in EAA, flying air shows for 25 years, and being chairman of the convention, I worked with the best in the business in not only the United States, but around the world. There are so many great people, great performers, great mentors, but having flown with Gene Soucy and Charlie Hillard for 25 years, that relationship is very important. Especially Charlie. Charlie was a great mentor and a great friend. I would have to put him at the top of the list. Losing him was very difficult. He had a great impact on my air show career, my flying career, and my

aviation career.

**DW:** Would you say that Charlie was like a big brother to you...you never had a brother, so would Charlie kind of fill that void?

**TP:** Not so much a big brother, but that whole mentor role. I learned a lot from Charlie. We had a deep and great friendship. His professionalism as an air show pilot, his professionalism as a pilot had a great impact on me.... just observing what he did. It wasn't so much what he said...it was what he did.

**DW:** Now that you have become Chairman of the EAA Board of Directors, and will be stepping down as EAA President, do you intend to continue as "Chairman" of EAA AirVenture, or pass the torch to the new president, or to someone else?

**TP:** At least for 2009 and 2010, I'll be chairman, and then we will go from there. The role of the chairman has changed over time as far as chairman of the convention. It is an integrated process to where there are many members of the staff involved, hundreds of volunteers, and so forth. I will still be involved in AirVenture for a long time to come as chairman or the guiding light.

**DW:** Fantastic...I'm glad you will be.

You indicated, Tom, that you hope to concentrate now on building an endowment to secure EAA's future. What specific programs within EAA will you be soliciting funds for, or will the money be used for day-to-day operations?

**TP:** Dave, what we are going to do is follow the university model, which has been very important, very successful for them to fund educational institutions. We want to be sure that EAA is financially sound for decades and centuries to come as far as its support and involvement in the aviation community. The endowment is really to ensure our financial security, not so much for specific programs, but the overall organization, so when we go through good or bad economic times, the financial support

is there to ensure that innovation is promoted, the involvement of youth, all the wonderful things the organization does go forward because you need those resources, and I want to be sure we have those resources there for perpetuity, and that is going to be my focus for the next decade or so.

**DW:** As a member, I'm glad you are looking out for the best interest of the organization, because you have done very well with the organization, your father has, your whole family has. It's really a good feeling as a member knowing that you are looking out for our best interest, the organization's best interest, and I commend you for that.

**TP:** I appreciate that. Thanks, Dave.

**DW:** EAA relies on membership dues, and revenue derived from EAA AirVenture, but it also depends on donations from individuals. What segment of the aviation community has supported EAA the most and why?

**TP:** You kind of touched on that when you talked about donations from individuals. It has been individuals who are passionate about our program...they are involved, they are dedicated...it has been tremendous support, but it has also been very gratifying from inside and outside the industry, companies that are in the aviation business, and companies that are not in the aviation business, that see the value in what we are doing in terms of the key aspects of our mission. It has been very broad and deep, and that has been very gratifying, but it is also based on the fact that they are judging our actions...by not what we say, but by what we do, and that's very important. We have to keep producing the results people expect and the support will continue on.

**DW:** Related to that Tom, I am always amazed with the amount of "celebrity power" EAA has been able to attract, and have wondered how this has come about and continues to grow. Are people like Cliff Robertson, Harrison Ford, Morgan Freeman, and John Travolta, are they long-time

EAA members that ask to get involved with EAA, or does EAA actively solicit their involvement because they are pilots?

**TP:** It's a combination of both. The first thing, they have to be passionate about flying, and passionate about our activities. We are not looking for someone to attach their name as a spokesman...we are looking for someone who is deeply involved, and the names you mentioned, like Harrison Ford, and Chuck Yeager, John Denver and others, were passionate or are passionate about flying, passionate about our programs, actively involved, are speaking from the heart, and that's very important. Really, it's a matter that they are involved because they want to be involved. When they are approached and asked for their leadership, they have graciously accepted, and it has been very gratifying. You have to remember, whether they have star power or not, if they are passionate about aviation, EAA is the place where they want to place their efforts.

**DW:** Tell us about the "search and screen" process in identifying a new president for EAA.

**TP:** Basically, we have retained a search firm, and we want to be sure that they are thorough and effective, and we want them to find and evaluate all candidates, inside and outside the aviation community and our membership and staff, so it will be thorough and take whatever time is necessary to get the right person involved.

**DW:** What kind of background and qualities are you looking for in a new president?

**TP:** They have to be passionate about flying. That's the core of the culture of EAA. Whether they are builders, restorers or enthusiasts, that passion must be inherent in their body language, and how they speak, and of course that is key in their aviation background and their involvement is important. Those are qualifications, among others. We want to make sure not to lock ourselves in from any

potential candidates out there that can bring appropriate skills to the position.

**DW:** What about charisma? How important is that?

**TP:** Well, charisma is hard to define, Dave. I think the ability to communicate...we have a very diverse membership that comes from all walks of life. Communication skills will be very, very important, both written and verbal.

**DW:** Very good!

What do you hope the new president will accomplish?

**TP:** It's not so much what the new president will accomplish, because if you look into the crystal ball, the key is the culture and the spirit EAA represents. So what we want to do is to build on success. One of the most important things I can do is to be sure the person who follows me in that role, does better than what I did, the same as we would all expect in order to continue to improve, (and to) continue to be successful...the transition will be very important. It will be my role to enhance my relationships in other areas we talked about previously.

**DW:** You are going to be a tough act to follow, Tom.

**TP:** Well, that's nice for you to say that. I think my ability is for me to move to another part of the organization, so it is not that there is an act to follow...it is the next stage of my career for me, and for the next person to come in as the president.

**DW:** How visible will the new president be compared with you as chairman of the board?

**TP:** I think it is difficult to say at this time. I think visibility will depend on their personality, their leadership. It's not so much visibility...it's producing results for the membership and the aviation community, as you talked about earlier: the importance of AirVenture Oshkosh, the importance of EAA to the aviation industry...growth and innovation is extremely important, our investment in youth...There's so much to do that we are

**CONTINUED ON PAGE 56**

# Aeronautics Report

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## **Jerry Kelly** **Environmental Analysis & Review Specialist**

*Wisconsin DOT Bureau of Aeronautics*

**J**erry Kelly has been with the Wisconsin DOT Bureau of Aeronautics (BOA) for a little over a year as an environmental analysis and review specialist. He serves as the environmental coordinator for Bureau projects.

Jerry's role is to help get airport projects built in a way that protects the human and natural environments of Wisconsin's airports. This translates to coordinating airport needs, as expressed by the airport owners and BOA project managers, with those of the state's natural resources, as expressed by environmental regulatory agencies. On a day-to-day basis, Jerry prepares environmental documents or reviews those prepared by others for their compliance with the National Environmental Policy Act and the Wisconsin Environmental Policy Act.

Jerry's duties allow him to visit parts of Wisconsin's airports not typically enjoyed by the general public, such as walking the line of a proposed perimeter fence to look close-up for wetlands and other environmental resources, or looking for habitat for some of Wisconsin's threatened or endangered species.


As the Bureau's contact person for wildlife hazard issues, he coordinates with airport operators, Department of Natural Resources staff, USDA Wildlife Services experts, and the public to minimize wildlife hazards around Wisconsin's airports. Wildlife hazard minimization ranges from



Jerry Kelly

design of stormwater systems and environmental restoration projects, to providing avoidance and deterrent measures for airport managers.

Jerry also coordinates with other areas of expertise within the Department of Transportation, promoting the interests of airport projects in the consideration of construction site erosion control management approaches and techniques acceptable to the department. He coordinates with DOT regional environmental staff to share resources, problems, and solutions to meet common transportation goals.

When not working, Jerry enjoys hiking, camping, and other outdoor activities. He lives in Fitchburg, Wisconsin with his wife of 35 years, Mavourneen. 

## **Passenger Briefings Can Avoid Problems**

*by Jeffery Taylor*

*WisDOT Aviation Consultant*

**O**ne of the great joys of flying is introducing someone to aviation with their first flight in a general aviation (GA) aircraft.

First impressions are important and as pilots, we may unreasonably assume everyone else automatically enjoys flying as well. No matter the situation: family, friends or first-time flyers, we need to make our best effort to ensure as safe and comfortable a flight as possible, and it all begins with a thorough passenger



Jeff Taylor

briefing.

By regulation (FAR 91.107) we are required to brief passengers on how to fasten and unfasten seat belts, or safety harnesses, if installed. But have you stopped to think about what else is involved in preparing and comforting passengers about to ride in an aircraft?

"SAFETY" is an acronym some pilots use to remind them of the essential elements of a briefing.

**Seat belts:** Beyond just showing passengers how to fasten and unfasten seat belts, we also must remind them to fasten their seat belts before takeoff, landing, and taxiing. Also, consider advising them on how to adjust and



lock their seats. This is especially important for passengers in the right front seat. More than one pilot has been surprised by a passenger instinctively grabbing the yoke as their seat slid backward during takeoff.

**Air:** Showing passengers where the air vents are located and how to open and close them should enhance their comfort. Most GA aircraft place the cabin heat somewhere on the instrument panel. If the front seat passenger has had previous experience, you might show them how the cabin heat works. Otherwise, an aircraft instrument panel is a confusing array of dials and knobs, so it may be best to tell them to advise you if it is too hot or cold.

Another aspect of the "Air" briefing is how to handle airsickness. Some pilots prefer to use the direct method, telling their passengers they might get sick, and then showing them how to use a sick bag. Other pilots, concerned that this direct approach triggers airsickness through the power of suggestion,



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prefer to encourage their passengers to tell them right away if they feel uncomfortable for any reason.

**Fire Extinguisher:** While you do not want to scare your passengers, fires do occur in GA aircraft, especially during startup. Brief your passengers on the fire extinguisher's location, how to unlatch it from its mount, and how to use it in the unlikely event of a fire. Wouldn't it be better to have help from another person while you are struggling with a fire emergency?

### **Exits, Emergencies &**

**Equipment:** Educating passengers on the location and use of the doors is an essential part of your briefing. While the location may be obvious, aircraft doors typically operate differently than car doors and in the event of an emergency, you don't want anyone to be confused during an emergency evacuation. The last part of the exit briefing is to designate a gathering point at the rear of the aircraft to avoid

the possibility of passengers walking into the propeller.

**Emergencies:** If you carry survival equipment, designate one of the passengers in a rear seat to grab the equipment during an evacuation.

**Equipment:** Point out the location and use of supplemental oxygen or any other equipment specific to your aircraft.

**Traffic:** Seeing and avoiding traffic is everyone's responsibility and an extra set of eyes can be helpful. Tell your passengers to let you know when they see another aircraft. Ask them to describe it as either, "Aircraft on the left, low" or use the face of a clock, which everyone understands.

**Talking:** Most passengers will understand there will be times during the flight you will need to focus on flying the aircraft and not be distracted. Brief them on the important phases of flight, takeoff/climb and approach/landing, and ask that they not attempt to talk to you

except to point out other aircraft.

**Your Questions:** Giving your passengers the opportunity to ask questions can help to alleviate any stress or concern they might have about flying. This is also a great opportunity reassure a nervous passenger or to encourage a potential future pilot.

You might also want to let passengers know what to expect. For example, how long can they expect the flight to take? What should they expect the weather to be like; will it be bumpy, smooth, or hazy?

Flying performance skills such as takeoffs, landings and other segments of flight are of vital importance to safe flight. Making passengers comfortable and confident is equally important. A successful flight is not just a good takeoff and landing...it is a satisfied passenger, too.

Always remember, takeoffs are optional; landings are mandatory! □

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## **Construction Update For Wisconsin Airports**

*by Jeffery Taylor*

*WisDOT Aviation Consultant*

MADISON, WIS. – It will be another busy construction season this summer at Wisconsin airports. The WisDOT Bureau of Aeronautics has plans for over \$90 million worth of airport improvement projects scheduled, using a combination of federal, state and local dollars.

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

The Bureau guides airport development through a process that begins with broad policy planning and includes progressively more detailed elements of system planning, airport master planning, programming and, finally, individual airport construction. Through an agency agreement with

the airport owner, the Bureau oversees project planning, coordination, design, land acquisition and construction, as well as all financial transactions for an airport project.

Some of this year's projects at air carrier or "primary" airports include:

- Austin Straubel International (GRB) – Repair runway 18/36 pavement and repair culverts under runway. Expand snow removal equipment buildings.
- Central Wisconsin Airport (CWA) – Runway safety area improvements, remove/relocate culvert.
- Chippewa Valley Regional Airport - Terminal building development and renovation.
- Dane County Regional Airport-Truax Field (MSN) – Reconstruct taxiway A (parallel taxiway to Runway 18/36). Construct south ramp hangar area. Phase II of the south addition to west apron.
- General Mitchell International Airport (MKE) – Runway safety area enhancements for runway 7R/25L and the reconstruction of the north apron.

• La Crosse Municipal Airport (LSE) – Phase 1 of the taxiway F relocation.

• Outagamie County Airport (ATW) – Install perimeter fence, install closed circuit TV and security equipment, and install a boarding bridge.

• Rhinelander-Oneida County Airport (RHI) – Reconstruct taxiway A and portions of B & D.

Projects at general aviation airports include:

- Amery Municipal Airport (AHH) – Construct taxiways.
- Dodge County Airport (UNU) – Rehabilitate runway 2/20 lighting.
- Eagle River Union Airport (EGV) – Reconstruct and expand apron and taxiway B.
- L.O. Simenstad Municipal Airport (OEO) – Construct south side partial parallel taxiway.
- Madeline Island Airport (4R5) – Reconstruct runway 4/22.
- Marshfield Municipal Airport - Roy Shwery Field (MFI) – Reconstruct terminal ramp.
- Mauston-New Lisbon Union

Airport (82C) - Construct partial parallel taxiway.

- Menomonie Municipal Airport (LUM) - Construct terminal building.

- New Richmond Airport (RNH) - Strengthen parallel taxiway and develop northeast hangar area.

- Rice Lake Regional Airport-Carl's Field (RPD) - Install high intensity runway lights on runway 1/19. Phase 2 of the terminal building expansion.

- Richard I. Bong Airport (SUW) - Refurbish and expand terminal building.

- Shawano Municipal Airport (Ezs) - Install perimeter deer fence.

- Sheboygan County Memorial Airport (SBM) - Pave runway 21 extension and reconstruct taxiways A & R (parallel taxiway to runway 3/21).

- Southern Wisconsin Regional Airport (JVL) - Reconstruct taxiway A (Parallel taxiway to runway 4/22).

- Sparta/Fort McCoy Airport (CMY) - Install security/deer fence.

- Taylor County Airport (MDZ) - Reconstruct and widen runway 9/27.

- Washington Island Airport (2P2) - Realign and extend runway 4/22 to

2250 feet.

- Waukesha County Airport (UES) - Reconfigure southeast hangar area gate.

- West Bend Municipal Airport (ETB) - Reconstruct runway 13/31.

- Wittman Regional Airport (OSH) - Reconstruct and strengthen the north end of runway 18/36.

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

## How Mechanics Get In Trouble

OCONOMOWOC, WIS. - The Wisconsin DOT Bureau of Aeronautics, in cooperation with the FAA Flight Standards District Office in Milwaukee, held its annual "Wisconsin Aviation Mechanic Refresher & IA Renewal Seminar," February 14 at the Olympia Resort & Conference Center in Oconomowoc, Wis. 375 aircraft technicians attended, and dozens of exhibitors. A general session entitled "How Mechanics Get In Trouble" presented by Tom Lind, Supervisor, Airworthiness Unit, FAA Flight Standards District Office, Milwaukee, Wis., got the attention of everyone in the room.

Lind, a former U.S. Marine Corps officer, spoke loud and clear when he gave the aircraft technicians fair warning of the consequences of negligent action, which can include fines, certificate revocation, and jail time. Here's Lind's top 20 countdown list that can get technicians in trouble:

#20 Using unapproved or wrong parts.

#19 Performing a quick/cheap annual inspection.

#18 Making major repairs and alterations without approved data.

#17 Not following airworthiness directives.

#16 Having poor shift turnover resulting in incomplete work.

#15 Being in too much of a hurry,

rushed, and pressured to get the job done.

#14 Performing work outside the privileges of one's certificate.

#13 Approving aircraft for return to service without having the required test equipment or complying with the required functional tests.

#12 Failing to follow manufacturers' procedures.

#11 Failing to read, understand, and follow safety warnings.

#10 Not knowing one's personal limitations and abilities.

#9 Being stupid! (Improper work to clear discrepancies originating from an FAA Condition Notice.)

#8 Not meeting FAR 135 director of maintenance responsibilities.

#7 Not abiding by interior flammability requirements.

#6 Using equivalent tools.

#5 Not maintaining tool and material control.

#4 Making incomplete logbook entries.

#3 Making runway incursions. (Yes, not only pilots make runway incursions.)

#2 Falsification.

And #1...*Forgetting one's significant other on "Valentines Day!"* While not a federal offence, it is sure to get a mechanic in trouble, especially if the seminar is held on February 14.

Mechanics attending the seminar were awarded a certificate of course completion.

WisDOT Aviation Consultant, Jeffery Taylor, organized the seminar with assistance from Tammy Weaver and Judy Egnor.

The next Wisconsin Aviation Mechanic Refresher & IA Renewal Seminar will be held March 6, 2010 at the new Holiday Inn in Stevens Point, Wis. ([www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)) □



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Jeff & Larry Husby



Citation III

### Father & Son Continue To Make Great Strides In FBO Business *Heartland Aviation, Eau Claire, Wisconsin*

EAU CLAIRE, WIS. – Heartland Aviation, Inc., located at Chippewa Valley Regional Airport in Eau Claire, Wisconsin, formerly known as Gibson Aviation, started in 1961 by Darrell Gibson. Throughout the next couple of decades, the business grew, as well as the services offered. In 1989, Larry Husby, a former pilot with Northwest Airlines, and his son, Jeff, acquired Gibson Aviation.

Renamed Heartland Aviation in 1995, the fixed base operation adapted very well to an ever-changing set of needs. For instance, at one time, Heartland flew around canceled checks for area banks. When Check21 came into play, which enabled banks to clear checks electronically, the

check runs were no longer needed. Heartland adapted by entering the air ambulance arena, which turned out to be an excellent compliment to the company's charter business. Another example of Heartland's adaptation skills was when the fuel prices rose to nearly \$6.00 per gallon, Heartland added a Cessna 152 to its fleet, which gave customers a more cost-effective way to learn to fly.

Today, Heartland Aviation provides customers with executive charter service, as well as air ambulance service; aircraft fuel, maintenance and rental services; and flight instruction. Heartland Aviation employs 23 people, to whom the Husbys attribute much of the success of the company.

#### Facilities & Services

The executive charter fleet includes two Cessna Citation II jet aircraft, one of which also provides air ambulance service. In addition, Heartland offers a Cessna Citation III, which provides charter customers medium jet service.

Heartland Aviation's aircraft maintenance facility provides aircraft owners with gold seal quality, experienced technicians and a director of maintenance they know and trust. The well-kept facility is directed by Paul Chiles. The parts manager, Todd Littfin, spends a great deal of time searching databases online to find the best parts prices to offer customers.

The Heartland Aviation flight instruction department provides individuals with an opportunity to get their private pilot, instrument and commercial ratings. Heartland Aviation's instructors offer flexible on-line scheduling for instructors and aircraft. Instruction and rental customers may choose to rent either Heartland's Cessna 172 or Cessna 152.

Jeff Husby got his interest in flying from his father, Larry Husby, who flew for Northwest Airlines until 1999. Jeff started taking flight lessons at Gibson Aviation at age 15, and earned several ratings while still in high school. He became a Certified Flight Instructor at Gibson Aviation, and eventually worked his way up to flying charter. Jeff was later hired by Express One, now Northwest Airlink, but after 13 months of flying, he realized the airlines were not for him, and so he took a new job as a corporate pilot for Menards. In May of 1989, Jeff and Larry Husby purchased Gibson Aviation and renamed it Heartland Aviation. At the time, the company employed 14 people, and



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Jeff learned very quickly how to manage the business, which continues to grow today.

Larry Husby grew up on the family farm and was the oldest of three brothers and three sisters. He joined the Army National Guard at age 14 and had two years in by the time he graduated from high school at age 16. Shortly thereafter, Larry attended a telegraph school and landed a job with Soo Line Railroad as a telegraph operator. However, in 1961, his National Guard unit was called to active duty and shipped off to Germany, where Larry became an officer and learned to fly. He graduated first in his class in helicopter

school. Later on, after his unit returned to the states, Larry was hired as an airline pilot by North Central Airlines, which later became Republic Airlines, which then merged with Northwest Airlines. It was not until after he retired from Northwest in 1999, that Larry was able to devote most of his time to Heartland Aviation. He now pilots the Citation III in Heartland's executive charter department, as well as seeing to the day-to-day operations of the company.

For additional information, call Heartland Aviation at 715-835-3181, and visit their website at [www.heartlandaviation.com](http://www.heartlandaviation.com). □

## WISCONSIN AVIATION CONFERENCE

# Wisconsin Aviation Conference Host Airport – Chippewa Valley Regional, Eau Claire – Demonstrates Economic Impact Airports Have On Local Communities

EAU CLAIRE, WIS. – Chippewa Valley Regional Airport (EAU) is the host airport of the 2009 Wisconsin Aviation Conference, May 4-6, at the Ramada Convention Center. EAU provides a wide range of services meeting the air transportation demands of the growing Chippewa Valley and western Wisconsin. EAU represents a multi-million dollar investment of federal, state and local public dollars that has spanned over 60 years.

A seven-member regional airport commission, under an airport operating agreement between Eau Claire and Chippewa Counties, oversees the management of the airport. University of North Dakota graduate, Charity Speich, is airport manager.

Constructed during the early 1940s and dedicated in 1945 after World War II, the airport consists of some 1,100 acres with 350 acres of land available for aeronautical development. The Chippewa Valley Regional Airport serves a 20 county region of western Wisconsin.

EAU contributes more than \$31 million annually to the economy of the Chippewa Valley, according to an economic impact study completed by the Wisconsin DOT Bureau of Aeronautics. Just a few of the ways the airport contributes directly to the local economy are: sales tax revenue including tax from the sale of based aircraft, restaurant sales, and car rentals; personal property tax paid on privately owned hangars, which supports local schools and municipalities; purchases of supplies from local businesses; and payroll of persons employed at the airport.

The direct effect of the airport on the local economy in 2007 totaled 107 employees, a



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payroll of \$3.8 million and \$15.6 million in economic output.

The direct effect of airport users on the local economy amounted to \$4.56 million of air passenger spending, which supported 101 additional jobs in the area with a payroll of \$1.58 million.

The airport is an integral part of the region's economic and industrial development; the airport is the "front door" of the community and region. Business travelers, factory owners and managers, commercial prospects and development consultants fly on the scheduled airline, or air charter/corporate aircraft, to the Chippewa Valley Airport to visit western Wisconsin. Convenient access to airline passenger service, air cargo facilities and corporate aviation allows businesses to safely and efficiently move key personnel and products, saving valuable time and increasing productivity. Communities that are readily accessible by air transportation are at a competitive advantage and realize economic and quality of life benefits that can affect every citizen.

Chippewa Valley Regional Airport is the largest airport in northern Wisconsin in terms of facilities and infrastructure. The airport features a 8,101 x 150 ft. primary runway, and a 5,000 x 100 ft. secondary runway with a supporting taxiway system. Existing runway and taxiway pavement strength has allowed for operations of quiet, new generation commercial aircraft such as the Boeing 737, 757, and 767, and Airbus A-300, 310, 319 and 320. As part of our nation's defense, military aircraft such as the four-engine C-130 transport and the four-engine C-141 turboprop transport, have operated from this airport. Other airport features include an Instrument Landing System (ILS), an Automated Surface Observation System (ASOS), and an Air Traffic Control Tower.

Mesaba Airlines (d.b.a. Northwest Airlink) provides several daily round trip flights with connecting

service to Northwest Airlines through Minneapolis-St. Paul International Airport.

Heartland Aviation serves the needs of general aviation at Chippewa Valley Regional Airport. Services available from Heartland Aviation include flight training, aircraft rental and maintenance, passenger and freight air charter, and sight seeing flights. Heartland Aviation pumps one million gallons of fuel annually.

Chippewa Valley Regional Airport is home to some 80 based aircraft ranking in size from a single seat home-built "experimental" aircraft up to a cabin class 13-seat business jet. Larger corporate jet aircraft that visit this airport are capable of intercontinental, overseas flights. Medical fixed and rotary wing aircraft are also based at the airport carrying patients, blood or human organs and tissue for transplant.

One of the airport's prized features is "Connell's II Airport Restaurant," which offers a wide menu of breakfast, lunch and dinner entrees and daily specials. In-flight food and beverage catering service is available to serve the needs of corporate aviation. Conference, meeting and banquet facilities with full meal service are available at the airport, as well. The airport lounge incorporates the local Leinenkugel Brewery's Lodge theme.

Automobile rental is available on-site from Avis and Hertz located in the terminal building, and Enterprise Car Rental, off site.

The Civil Air Patrol Wisconsin Wing has a base at EAU, as does Chapter 509 of the Experimental Aircraft Association.

Periodically, a major air show is held at EAU, which features the U.S. Navy Blue Angels or U.S. Air Force Thunderbirds jet teams, and the U.S. Army Golden Knights parachute team. Profits from the air shows have been donated to local charity organizations. The airport also hosts an annual Christmas season "Flight to the North Pole" for disabled children with an

opportunity to visit with Mr. and Mrs. Santa Claus. Area U.S. Army and Air Force Reserve units support this event at the airport.

The Wisconsin Department of Natural Resources hangar operates and maintains a single-engine Cessna aircraft. The nation's largest privately held home improvement retailer, Menard's, operates its corporate flight department at the airport. This flight department provides company officials with quick access to their Midwest chain of stores.

Aircraft rescue and firefighting is operated by the City of Eau Claire Fire Department, and is located adjacent to the airport.

Chippewa Valley Regional Airport Manager Charity Speich, C.M., graduated from the University of North Dakota with a Bachelor of Business Administration, majoring in Airport Management. She began her current position as the airport manager in July 2006.

Prior to moving to Eau Claire, Speich worked as an Operations Officer at Tweed-New Haven Regional Airport in New Haven, Ct., and was most recently the airport manager in Dickinson, N.D. She is a member of the American Association of Airport Executives (AAAE), serving as the Great Lakes Chapter AAAE Committee Chair for the Membership, Diversity, and Student Chapter Committee.

Speich is also active in Young Professionals of the Chippewa Valley, the Eau Claire County United Way Committee, Leadership Eau Claire, serves as secretary for the Wisconsin Airport Management Association (WAMA), and participated in the planning of the 2009 Wisconsin Aviation Conference.

For further information about Chippewa Valley Regional Airport, contact the Airport Administration Office at (715)-839-6241.

For additional information on the Wisconsin Aviation Conference, call Pete Drahm at 715-358-2802 or visit [www.wiama.org](http://www.wiama.org). □





Peoria-Mt. Hawley Auxiliary Airport (3MY)

## Mt Hawley Airport & Peoria Aviation Welcome Illinois Aviation Conference To Peoria

PEORIA, ILL. – Peoria-Mt. Hawley Auxiliary Airport (3MY) is one of two host airports of the Illinois Aviation Conference to be held May 19-20 in East Peoria, Illinois. The other airport is Greater Peoria Regional Airport (PIA).

The first Mt. Hawley airport was originally built before World War II. The first hangar building (now Maloof Real Estate on the corner of Pioneer Parkway and Knoxville) was a U.S. airplane factory for the war. Only a couple of airplanes were built there, but not for the war. It consisted of three intersecting grass runways. Howard Aviation was the fixed base operation, which moved to its current location in 1964.

The original paved runway (17/35, approx. 2800 feet) and taxiway were completed in 1965. The Forest Park Foundation (FPF) owned the land and Bill Rutheford was the founder. Five principals started Mt. Hawley Aviation at the present site.

Mt. Hawley Aviation was owned and run by Harvey Berckoldt, Ken and Joe Jacob, Bob Poluska, and Mac McLaughlin. They ran the business as a radio shop, Navion dealer, Cessna dealer, McCulla Gyro-plane dealer, and single-engine Aero Commander dealer. They in turn sold the business to Barb Truitt. There may have been an agreement between the FPF and the Greater Peoria Airport Authority (GPAA) that after 25 years, the land and buildings would revert back to GPAA ownership. Truitt then renegotiated a deal and got some years added to the agreement in return for building more T-hangars, that she later kept as rentals after the land went to GPAA.

From 1974-78, GPAA had a full-time grounds keeper by the name of Don Parr, who cut grass, plowed snow and did repair work on the buildings. In 1982, the runway and taxiway were lengthened from 2800 to 3600 feet.

In 1982, Mt. Hawley Aviation was sold to Camden Aviation, and was run by Harold Camden until 1984. Also in 1982, Pointer Aviation ran a charter outfit out of 3MY and owned the fixed base operation from 1984-87. Jim Pointer and Bill Wiedener ran it for Pointer Aviation.

From 1987-89, GPAA took over and ran the operation, but without providing maintenance services to customers.



Jeff Wales of Peoria Aviation

Northpoint Aviation with Denny Driscoll as the flight instructor, and Mike Fish as the mechanic took over and ran the fixed base operation from 1989 to 2004. Midwest Avtech took over and ran the operation from 2004-06. Jeff "Oscar" Wales of Buffalo Grove, Illinois, took over the operation in February 2006, renaming it Peoria Aviation.

Wales was an F-15 pilot and instructor with the U.S.

Air Force, reaching the rank of "Major" when he left the service in 2006. In addition to having accumulated a total of 1600 hours in the military – 1200 of which was flown in the F-15 – Wales holds an Airline Transport Pilot Certificate and Multi-engine and Instrument Ratings. Prior to leaving the service, he was the Assistant Chief of Weapons & Tactics with the 182<sup>nd</sup> Airlift Wing, 169th Airlift Squadron of the Air National Guard in Peoria.

Wales is a graduate of the Air Command & Staff College, Squadron Officer School in Maxwell AFB, Ala., and holds a Bachelor's of Science Degree in General Engineering from the University of Illinois, Champaign/Urbana, Illinois; and a Master's in Business Administration Degree from Arizona State University, Glendale, Ariz. He and his wife, Karen, have three children: Michael, Kathryn and Lindsay.

For information, contact Jeff Wales at 309-693-2372. □



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## Minnesota Governor Appoints New Metropolitan Airports Commission Members

ST. PAUL, MINN. – Minnesota Governor Tim Pawlenty announced January 9 the appointment of John J. McDonald, Jr., and Donald P. Monaco; and the reappointment of Lisa Lebedoff Peilen, Andy Westerberg, and John M. Williams, DDS, to the Metropolitan Airports Commission (MAC). All five are appointed to four-year terms that expire on January 7, 2013.

John McDonald, of Mendota Heights, Minn., is an attorney and partner with the Minneapolis law firm of Meagher and Geer, where he practices in commercial litigation, employment practices, insurance and professional liability. He also serves on the firm's management committee. McDonald holds a law degree from Creighton University School of Law in Omaha, Nebraska, and a bachelor's degree from the University of St. Thomas. In addition to a number of professional memberships, he is a member of the Minnesota Commission on Judicial Selection, and president of the St. Thomas Academy Fathers' Club. McDonald replaces Tom Foley, residing in MAC District G.

Don Monaco, of Duluth, Minn., owns Monaco Air Duluth, LLC, a full-service, fixed-base operation at Duluth International Airport that provides services to airlines, military, and general aviation. Previously, he spent 28 years as an international information technology and business management consultant with Accenture. He holds commercial pilot, advanced ground instructor, and instrument ground instructor certifications. Monaco earned his master's and bachelor's degrees in computer science engineering from Northwestern University in Evanston, Illinois. He is also a member of the Lake Superior College's Center for Advance Aviation Steering Committee, the Duluth Workforce

Council, and the Miller-Dwan Foundation Board of Directors. Monaco replaces Robert Mars, Jr., representing Intermediate Airport Systems.

Lisa Lebedoff Peilen, of St. Louis Park, Minn., is the director of municipal affairs with the Minnesota Multi-Housing Association. Previously, she has held positions in government relations with First Bank System (now U.S. Bank), the corporate planning department at General Mills, and was Minnesota State Tourism Director. Her community activities have included serving on the boards of Conservation Minnesota (formerly known as the Minnesota League of Conservation Voters), Hennepin County Library Foundation, Minneapolis Jewish Federation, Three Rivers Park Reserve District, Children's Health Care Foundation, and president of the Smith College Club of Minnesota. Peilen, who has been a member of MAC since 2007, was reappointed as a member residing in MAC District C.

Andy Westerberg, of Blaine, Minn., owns a Farmers Insurance agency in Coon Rapids. He served four terms in the Minnesota House of Representatives. Westerberg is past president of the North-Metro Association of Life Underwriters, and past director of the Fellowship of Christian Golfers. He has also served on the Minnesota Amateur Sports Commission, Spring Lake Park Lions Club, Blaine Budget Committee, Metro-North Chamber of Commerce Government Affairs Committee, has been a volunteer firefighter, a member of the civil air patrol, and has been active in the Way of the Lord Church in Blaine. Westerberg, who has been a member of MAC since 2007, is reappointed as a member residing in MAC District E.

John M. Williams, of Minneapolis, Minn., has practiced dentistry in North Minneapolis for 29 years. He earned his D.D.S. degree from the University of Maryland School of

Dentistry, and his bachelor's degree from the University of Minnesota. Williams also completed a forensic dental fellowship at the University of Texas Health Science Center at the San Antonio Dental School, and was deployed by D-MORT to New York after the World Trade Center attacks to serve as a forensic dentist. He is a member of numerous professional associations, including the American Society of Forensic Odontology, where he served as president of the Board of Governors in 2007; and is a co-founder of PANDA (Prevent Abuse and Neglect through Dental Awareness). Williams was a professional football player in the NFL for 12 years, and played in three Super Bowls, including with the 1971 World Champion Baltimore Colts. Williams, who has been a member of MAC since 2002, is reappointed as a member residing in MAC District D.

The Metropolitan Airports Commission promotes air transportation locally, regionally, nationally, and internationally by developing the Twin Cities metropolitan area as an aviation center. The commission consists of 15 members, including 13 members who are appointed by the Governor, one appointed by the mayor of Minneapolis, and one appointed by the mayor of St. Paul. □

## New Illinois Governor Supports A New Chicago Airport

SPRINGFIELD, ILL. – Newly appointed Illinois Gov. Pat Quinn vows to support plans for a third major airport in the Chicago area.

"We will build a third airport in the south suburbs of Chicago, and we will build it as fast as humanly possible," Quinn told lawmakers during his budget address. Illinois has been buying up land for the airport, and officials have submitted plans to the FAA, though there is no firm time line for beginning construction at the proposed site in Will County.

Lawmakers are looking at the airport project as a boost to the Illinois economy. The Illinois Department of Transportation has said the airport would create 9,700 jobs within five

years after it opens.

GA pilots wishing to skirt the Chicago controlled airspace around Lake Michigan can expect routing further south of the lake if the airport

is built.

Chicago's two other airports are Midway and O'Hare, and the metropolitan region is also served by Greater Rockford Airport to the west. □

## Mead & Hunt Grows Despite Downturn

MILWAUKEE, WIS. – Despite the faltering economy, which has adversely affected many companies, Mead & Hunt continues to see tremendous growth. The employee-owned architectural and engineering firm increased its staff by 15 percent in 2008, exceeding the median growth rate of 8.4 percent for a firm its size as reported by the *ZweigWhite 2008 Financial Performance Survey*. To accommodate this growth and to better serve its Milwaukee-area clients, Mead & Hunt's office has moved. The new office is located at 10700

West Research Drive, Suite 155, in the Milwaukee County Research Park in the City of Wauwatosa.

From its new location, Mead & Hunt will continue to offer transportation, planning, municipal, and aviation services. Mead & Hunt is currently involved with, or has recently completed, projects for the Wisconsin Department of Transportation, Village of Whitefish Bay, Village of Bayside, City of Wauwatosa, Milwaukee County, Waukesha County, and at General Mitchell International Airport.

To continue its commitment to sustainable practices, Mead & Hunt chose a Leadership in Energy and

Environmental Design (LEED®) Silver certified building for its new Milwaukee-area office. Mead & Hunt looks for opportunities to serve clients with innovative practices such as LEED® design principles and building information modeling (BIM).

Mead & Hunt has offices nationwide and also offers services to military, food and industrial, historic preservation, and water resources clients. In addition to the Milwaukee-area office, Mead & Hunt serves Wisconsin clients from offices in Green Bay, Madison, and La Crosse. For more information, contact Julie Hoppe at 262-790-0232 or [julie.hoppe@meadhunt.com](mailto:julie.hoppe@meadhunt.com). □

## Eagle River Airport Manager Leaves His Mark!

EAGLE RIVER, WIS. – One only has to look at the progress Eagle River Union Airport (EGV) has made over the past 8 years to realize that the young man they hired in 2001 has left his mark as he moves to a new position at Austin Straubel Field in Green Bay, Wis.

Scott Volberding said many times that when he moved to Eagle River, Wis., he expected it might be his final move. He liked the community, he enjoyed the hands-on work that an airport manager in a rural community does, and the people he worked with.



Scott Volberding

"What else could I ask for," said Volberding. Yet, the opportunity to accept a new challenge presented itself for him to become the airfield operations supervisor at Green Bay.

Bill Jackson, former airport management professor at UND, and former manager at Baltimore Washington International Airport (BWI), convinced Volberding to pursue a career in aviation and from that point on, Jackson became his mentor.

Volberding received his Private Pilot Certificate in 1993 at the University of North Dakota (UND) in Grand Forks, and graduated from UND with a Bachelor's Degree in

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Airway Science Management in 1997. Prior to that he did his internship with Glenn Burke at Fleming Field (SGS) in South St Paul, Minn., another mentor of his. His first full-time position as an airport manager was at Burnett County Airport in Siren, Wis. from 1997-2001 before accepting the position at Eagle River.

Some of Volberding's major accomplishments at Eagle River include the construction of a medical helipad; installation of a Localizer/DME; construction of a crosswind runway (13/31), including a backup generator and new lighting system; updating the instrument approaches to Runway 04/22; purchasing land for future airport expansion; fencing the airport perimeter for deer control; installation of a new fuel system for 100LL and Jet A, including the

construction of a new containment system; installation of the Runway 04 PAPI lights; and upgrading the AWOS and airport equipment. Volberding also produced the annual fly-in and air show, and Blues Fest, and established an airport marketing committee. He credits both former airport commission chairman, Bob Egan, and current chairman, Kurt Hartwig, for their leadership.

"We appreciate Scott's contributions to the airport, and welcome newly appointed manager, Rob Hom, to the Eagle River community," said Hartwig. "Like Scott, Rob Hom has a young family and is very much involved in Boy Scouts and high school soccer. I know Eagle River will embrace him and vice versa." Hom was manager at John F. Kennedy Memorial Airport

(ASX) in Ashland, Wisconsin before accepting the position at Eagle River. Prior to that, Hom was a bush pilot in Canada. The transition between managers and airports took effect March 1, 2009.

An economic impact study shows that Eagle River Union Airport supports 237 full-time equivalent jobs and adds nearly \$4,100,000 in wages and \$17,800,000 in economic output and sales to the local and state economy.

For additional information, contact Rob Hom at 715-479-7442 ([www.erairport.com](http://www.erairport.com)). The assistant airport manager is Dan Gaszak.

Eagle River Union Airport is the gateway to the northwoods and lake region for many individuals and corporations, and is home for Eagle Fuel Cells ([www.eaglefuelcells.com](http://www.eaglefuelcells.com)). □

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#### **MNDOT: BUSINESS AVIATION FROM PAGE 32**

of understanding and knowledge by far too many people on what General Aviation is; how valuable and important it is to this nation's economy; and how businesses do business on a national and global scale today.

In an article written by the National Business Aviation Association (NBAA), December 2, 2008, it was stated, "*Business aviation is defined as the use of a general aviation airplane for a business purpose. It is essential to 12,000 companies of all types and sizes in the U.S. that are trying to compete in a marketplace that demands speed, flexibility, efficiency and productivity. The vast majority of these companies – 85% – are small and mid-size businesses, many of which are based in the dozens of markets across the country where the airlines have reduced or eliminated service.*"

That's fine, but the questions are still 'out there' about who is flying in these aircraft. Are these airplanes necessary? Are they for just the wealthy? Isn't it just the big-time executives who are flying? The answers are, they are absolutely

necessary, and they are absolutely not just for the wealthy, or just for executives at any level. NBAA survey information shows, "...86% of passengers aboard business airplanes are non-executive employees. Companies often send teams of employees to a given destination because it is the most cost-effective means of transport."

In an article written by Tom Haines, editor in chief of the Aircraft Owners & Pilots Association (AOPA) "Pilot" magazine, he wrote, "...business aviation isn't just about moving executives around. Business airplanes fly every day with critical replacement parts that keep assembly lines from shutting down." He added, "Companies move engineers and software specialists to factories to solve critical problems that might otherwise put thousands out of work. Business aviation allows teams of employees to efficiently work while en route to a convenient general aviation airport."

Now read what Steve Van Ort, Mayor of Ankeny, Iowa, says about the value of business aviation: "*The truth is that the vast majority of the*

*businesses and organizations that rely on small aircraft are airports, farmers, charitable organizations, doctors and businesses that are the economic backbone of small communities across Iowa and the United States. These businesses and groups drive local economies, support jobs, and provide crucial resources to these communities.*"

According to the U. S. Department of Transportation's 2009-2013 National Plan of Integrated Airport Systems (NPIAS), there are over 19,847 airports in the U.S. There are 5,190 public-use airports that are recognized by the Federal Aviation Administration (FAA) as being open to the public. Of these, 382 are primary airports, defined as having more than 10,000 annual enplanements (passengers). There are currently 522 commercial service airports.

If the numbers are reduced to just the public-use airports, it can be clearly seen that airlines serve 522 airports while GA serves 5,190 airports. Which would provide more options for businesses... commercial service or GA? The

answer is obvious. That is why more than 12,000 companies in the U.S. alone have business aircraft or use business aviation. It doesn't just make good business sense; it makes good economic sense, too.

Ed Stimpson, past president of the General Aviation Manufacturers Association (GAMA), says, *"Even without hard dollar data, most successful large corporations use business aircraft. Nine of FORTUNE's Ten Most Admired companies enjoy the benefits of business aircraft services."* He continues, *"92% of FORTUNE's Best Performing companies for stock holders, use business aircraft."*

According to an article by the Van Allen Group, an Atlanta-based management consulting firm, businesses that operate business aircraft are economic leaders that employ nearly 16 million people and generate revenues of more than \$3 trillion. But one fact many people do not understand is that these same businesses, even with their own aircraft, still purchase more than \$11 billion in airline tickets annually for travel across the nation and around the globe.

Pete Agur, President of the Van Allen Group, Inc. says, *"To be successful in any kind of business, you have to be out there. Business aircraft are a people-resource positioning tool. Companies use aircraft to get the right people in place at the right time."* He adds, *"Fractional ownership addresses major opportunities to improve the efficiency of business aviation."*

*Companies can gain an incremental increase in trip capacity without adding the full fixed costs of an aircraft or crew. In addition, it allows companies to handle trips away from home base without incurring the cost of relocating an empty aircraft."*

Here is a comment from chairman and CEO of Entergy, Ed Lupberger. He advises, *"You cannot do business sitting in your office. In other words, use business aviation to get business results."*

Great organizations like AOPA, NBAA, GAMA and others are working diligently to get the word out, but they cannot do it alone. It takes the voices of the people to be heard in Washington, and in state or local government, not just the representative organizations.

The time for action is now! Support your favorite aviation group, subscribe to quality aviation magazines, but make your voice heard. Make it part of your checklist to inform and educate your leaders. This effort is for the good of aviation, as well as a benefit to all the citizens of this country who enjoy a quality of life as perhaps few others around the world have, or can even imagine. It exists because of General Aviation!

Links included here for readers convenience and information only:

<http://www.aci-na.org/>  
<http://www.aopa.org/>  
<http://www.bbga.aero/>  
<http://www.gama.aero/home.php>  
<http://www.nbaa.org/>  
[http://www.faa.gov/airports\\_airtraffic/airports/planning\\_capacity/npia/](http://www.faa.gov/airports_airtraffic/airports/planning_capacity/npia/)  
<http://www.vanallen.com/>

## Honda To Focus On Emerging Technologies As New President & CEO Assumes Leadership

TOKYO, JAPAN – Honda Motor Co. Ltd. announced February 23 that Takeo Fukui will step down as President and CEO. Takanobu Ito, currently the company's senior managing director, will become president and CEO.

Honda is progressing into new businesses, including those that center on personal mobility, including the HondaJet.

The new president and CEO studied aircraft design in college, and originally came to Honda Motor Company because he felt that the company was heading in that direction.

According to Honda News Network Global, Ito said, *"When I was a student, I studied airplane design. I took an interest in Honda because I also liked motorcycles. When my friends and I were visiting various companies to see which might have an opening involving airplanes, a person in Honda Human Resources told me that Honda might be making an airplane in the future. Since I was interested in motorcycles and there was a chance that Honda might be making an airplane, I thought there couldn't be a better company for me than Honda!"*

The President and CEO of Honda Aircraft Company, Inc., Michimasa Fujino, has recently been appointed to the board of directors of Honda Motors Company. ([www.hondajetmidwest.com](http://www.hondajetmidwest.com))

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## APRIL 2009

- 4\* **FORT DODGE, IOWA** - Chili Fly-In 11am-2pm. [Icheton@lvcta.com](mailto:Icheton@lvcta.com)
- 5\* **DUBUQUE, IOWA** - Fly-In Breakfast 8am-Noon. 815-757-5357.
- 11\* **AMES, IOWA** - Flight Breakfast 7am-Noon. 515-232-4310.
- 15-17\* **St. Cloud, MINN.** - 2009 Minnesota Airports Conference at the St. Cloud Civic Center. Judy Meyers 651-234-7232 or 1-800-657-3922. [www.mnairports.org](http://www.mnairports.org). [judy.meyers@dot.state.mn.us](mailto:judy.meyers@dot.state.mn.us).
- 18\* **SOUTH ST. PAUL (SGS), MINN.** - CAF MN Wing Hangar/Garage Sale 10am-4pm. Airport parts, household items, computer stuff, etc. 651-455-6942.
- 18\* **St. Louis (ALN), ILL.** - Breakfast & Lunch at St. Louis Regional Airport (Alton) 8am-2pm.
- 21-26 **LAKE LAND, FLA.** - Sun 'n Fun Fly-In. [www.sun-n-fun.org](http://www.sun-n-fun.org)
- 22-23 **WEST DES MOINES, IOWA** - Iowa Aviation Conference at Sheraton West Des Moines Hotel. For info contact Sue Heath at 515-727-0667 or [sheath@associationinsight.com](mailto:sheath@associationinsight.com).
- 25\* **CHISHOLM-HIBBING (HIB), MINN.** - Spring Chili Feed 8am-1pm. [www.eaa996.org](http://www.eaa996.org)
- 25\* **OSHKOSH (OSH), WIS.** - FVTZ Pancake Breakfast 7am-Noon. 920-232-6024.
- 25-27 **St. Cloud, MINN.** - Minnesota (MCOA) Airports Conference. 800-657-3922.

## MAY 2009

- 1-3 **BRAINERD, MINN.** - Minnesota Seaplane Fly-In at Cragun's. [www.mnseaplanes.org](http://www.mnseaplanes.org)
- 2 **BLOOMINGTON, MINN.** - Minnesota Aviation Hall of Fame will be at the Ramada (Thunderbird) Hotel. 763-475-0123.

- 2\* **INDIANAPOLIS (TYQ), IND.** - Breakfast 8am-Noon. Warbird, Vintage, Homebuilt, Military & Others on Display.
- 2\* **WEST BEND (ETB), WIS.** - NJP (not just pancakes) Fly-In 7am-Noon. 262-338-8411.
- 2\* **CROOKSTON (CKN), MINN.** - Breakfast 8am-1pm. 218-281-2625.
- 2\* **DETROIT (YIP), MICH.** - Pancake Fly-In 8:30am-1pm at Willow Run Airport.
- 4-6 **EAU CLAIRE, WIS.** - Wisconsin Aviation Conference at the Ramada Convention Center. 715-387-2211. [www.wiama.org/conference.htm](http://www.wiama.org/conference.htm)
- 6\* **WAHPETON (BWP), N.D.** - Air Show featuring Canadian Snowbirds. 701-642-5777.
- 16\* **FRANKFORD (FKR), IND.** - Armed Forces Day Pancake & Sausage Breakfast 8-11am.
- 16\* **ORANGE CITY (ORC), IOWA** - Tulip Festival Pancake Breakfast 7-11am. 712-707-4885.
- 16\* **St. Louis (ALN), ILL.** - Breakfast & Lunch at St. Louis Regional Airport (Alton) 8am-2pm.
- 16-17 **MINNEAPOLIS / (BLAINE (ANE), MINN.** - Blaine Aviation Weekend at Anoka County Airport. Pancake Breakfast, Aircraft Display, Two Museums, Hangar Dance 7am-4pm. EAA Chapter 237 612-940-0971 [krebman@eaachapter237.org](mailto:krebman@eaachapter237.org) [www.DiscoverAviationDays.org](http://www.DiscoverAviationDays.org)
- 17\* **MOUNT MORRIS (C55), ILL.** - Pancake Breakfast 7am-Noon at Ogle County Airport.
- 17\* **CANTON (CTK), ILL.** - Breakfast & Fly Market 7:30-11am. 309-649-1961.
- 17\* **SOUTH ST. PAUL (SGS), MINN.** - Pancake Breakfast 7am-12:30pm at Fleming Field. 651-690-0615.
- 17\* **LONE ROCK (LNR), WIS.** - Tri-County Airport Fly-In Breakfast 7am-Noon. 608-583-2600.
- 23\* **STURGIS (IRS), MICH.** - Pancake & Sausage Breakfast at Kirsch Municipal Airport 7am-1pm.
- 23\* **OSHKOSH (OSH), WIS.** - Memorial Day Weekend Fly-In & Pancake Breakfast 8am-2pm. 920-424-8090. (*Rain date 24<sup>th</sup>*)
- 29-31 **JANESVILLE, WIS.** - Southern Wisconsin AirFEST Inc. featuring the U.S. Navy Blue Angels & U.S. Army Golden Knights. [www.swairfest.org](http://www.swairfest.org)
- 30 **SOUTH ST. PAUL (SGS), MINN.** - Spring Swing Big Band Hangar Dance at S. St. Paul Airport/Fleming Field. Doors Open 6pm, Free Dance Lessons 7pm., Dance Begins 8 to Midnight. [www.cafmn.org](http://www.cafmn.org)
- 30\* **FORT ATKINSON (61C), WIS.** - Jones Dairy Farm Wings & Wheels Breakfast Extravaganza 7:30-11am. 920-563-5872.
- 30-31\* **MONTICELLO (MCX), IND.** - Open house, food, military static display, car show &

more at White County Airport 8am-5pm.

## JUNE 2009

- 6 **SPARTA (SAR), ILL.** - Annual Fly-In 10am-6pm. 618-443-5321.
- 6\* **AMERY (AHH), WIS.** - Pancake Breakfast 7-11am. 715-554-3858.
- 6\* **FAIRMONT (FMZ), NEB.** - Fly-In Breakfast & Air Show 8am-3pm. [www.nebraskastateflyin.com](http://www.nebraskastateflyin.com)
- 6\* **WEST BEND (ETB), WIS.** - NJP (not just pancakes) Fly-In 7-9:30am. 262-338-8411.
- 6-7 **MANITOWOC (MTW), WIS.** - Thunder On The Lakeshore Airshow. [www.thunderonthelakeshore.com/home.htm](http://www.thunderonthelakeshore.com/home.htm)
- 7\* **AUDUBON, IOWA** - Flight Breakfast 6:30-10:30am. 712-563-3780.
- 7\* **ALGONA, IOWA** - Flight Breakfast 7am-Noon. 515-332-4012.
- 7\* **MANDAN (Y19), N.D.** - Breakfast & Buggies & Blues Classic Car Show. 701-527-1950.
- 7\* **WILD ROSE (W23), WIS.** - Spring Fly-In Pancake Breakfast 8am-? and Pig Roast 11:30am.-? at Wild Rose Idlewild Airport (715) 258-2307. [dpr38@netzero.net](mailto:dpr38@netzero.net)
- 7\* **JUNEAU (UNU), WIS.** - Pancake Breakfast 8am-Noon at Dodge County Airport. (920) 296-0645
- 7\* **ALBERT LEA (AEL), MINN.** - Breakfast 7am-12:30pm.
- 7\* **REEDSBURG (C35), WIS.** - Fly-In 7am-Noon. Bill Blake Air Show. (608) 524-6888.
- 13-14\* **BUFFALO, MINN.** - West Metro Air Show.
- 14\* **MONTEVIDEO (MVE), MINN.** - Pancake Breakfast & Car Show 8am-Noon. 320-269-4829.
- 14\* **WATERTOWN (RYV), WIS.** - 99's Pancake Breakfast 7-11:30am.
- 14\* **RHINDELANDER (RHI), WIS.** - Pancake Breakfast 8-11am. Static Displays. 715-499-5123.
- 14\* **ROCK FALLS (SQI), ILL.** - Pancake, Ham & Sausage Breakfast Rain or Shine 7am-Noon at Whiteside County Airport.
- 14\* **FLUSHING (3DA), MICH.** - Dawn Patrol Breakfast 7-11:30am at Dalton Airport.
- 14\* **SPENCER, IOWA** - Flight Breakfast 7am. Air Show 10:30am. 712-262-1000.
- 18-21 **NEW LONDON (WN4), WIS.** - Annual WPPA PPC & Ultralight Fly-In at Mark's Park & Airfield. Many activities visit [www.wisconsinppa.org](http://www.wisconsinppa.org). 920-892-0981.
- 20 **NORTH VERNON (OVO), IND.** - Bishop Aviation Air Show & Fly-In 9am-4pm. 540-406-1652.
- 20\* **KENDALLVILLE (C62), IND.** - Airport Fun Day - Breakfast & Lunch 7am-2pm.
- 20\* **St. Louis (ALN), ILL.** - Breakfast & Lunch at St. Louis Regional Airport (Alton) 8am-2pm.
- 20\* **NOBLESVILLE (I80), IND.** - Pancake Breakfast 8-11am.



20*	<b>STURGEON BAY (SUE), Wis.</b> - Pancake & Sausage Breakfast at Door County Cherryland Airport 8am-Noon. (920) 743-6082				
20-21	<b>LA CROSSE, Wis.</b> - Deke Slayton Airfest "Freedom Weekend." 21 <sup>st</sup> - Concert. <a href="http://www.airfest.com">www.airfest.com</a> 608-779-9994.				
21*	<b>MINERAL POINT (MRJ), Wis.</b> - Breakfast 7am-1pm. <a href="mailto:mrjairport@mhtc.net">mrjairport@mhtc.net</a> . 608-987-9931.				
21*	<b>EAGLE RIVER (EGV), Wis.</b> - Pancake Breakfast 8am-3pm. (715) 479-7442				
21*	<b>SCHAUMBURG (06C), ILL.</b> - Father's Day Pancake Breakfast 8am-Noon.				
21*	<b>EASTPORT (59M), Mich.</b> - Father's Day Pancake Breakfast 7-11am.				
21*	<b>PALMYRA (88C), Wis.</b> - Father's Day Fly-In 7am-Noon. (262) 495-4342.				
21*	<b>MAQUOKETA, Iowa</b> - Optimists' Breakfast 7am-1pm. 563-652-6517				
21-22	<b>DAVENPORT, Iowa</b> - Quad City Air Show. 563-285-7469. <a href="mailto:info@quadcityairshow.com">info@quadcityairshow.com</a>				
21-27	<b>DULUTH, MINN.</b> - Annual Int'l Cessna 170 Ass'n at Sky Harbor Airport.				
27	<b>NOBLESVILLE (I80), IND.</b> - Pancake Breakfast 8-11am. 317-201-6822.				
27*	<b>CHISHOLM-HIBBING (HIB), MINN.</b> - Annual Mines & Pines Breakfast 1am-1pm. <a href="http://www.eaa996.org">www.eaa996.org</a>				
27*	<b>HAVANA (910), ILL.</b> - Pancake Breakfast 7-11:30am.				
27*	<b>FRANKFORT (FKR), IND.</b> - Open House & Fundraiser to fight autism Fish Fry Supper 4-8pm.				
27*	<b>INDIANAPOLIS (7L8), IND.</b> - Taildragger's Rendezvous 8:30am-2pm at Post-Air Airport. Continental Breakfast & Lunch Cookout.				
27-28*	<b>MARSHALL (RMY), Mich.</b> - Light Sport Aircraft 16 Hour Repairman's Course. <a href="http://www.rainbowaviation.com">www.rainbowaviation.com</a>				
27-28*	<b>WALWORTH (7V3), Wis.</b> - Pancake Breakfast 7am-1pm at Big Foot Airfield. 262-275-5822.				
28*	<b>CALEDONIA (CHU), MINN.</b> - Houston County Airport Fly-In 7AM-Noon. 507-895-4453.				
28*	<b>FAIRMONT, MINN.</b> - Breakfast 7a-11am. 507-235-6648.				
28*	<b>Rio, (94C), Wis.</b> - Breakfast 7am-Noon. <a href="mailto:rmoser@chartermi.net">rmoser@chartermi.net</a> , 847-736-4603.				
28*	<b>STRUM (3WN9), Iowa</b> - Pancake Breakfast 8am-Noon. at Brion Field. 715-533-5014.				
28*	<b>TIPTON (8C4), Iowa</b> - Open House & Lions Club Breakfast & Lunch 9am-3pm. 563-212-3308. <a href="http://www.tiptoniowa.org/airport.htm">www.tiptoniowa.org/airport.htm</a>				
29*	<b>Stevens Point, Wis.</b> - Golf Outing Fly-In at Sentry World and Prime Rib Dinner. <a href="http://www.stevenspointpilots.com">www.stevenspointpilots.com</a> 715-340-5509.				
<b>JULY 2009</b>					
3-4*	<b>PHILLIPS, Wis.</b> - Price County Airport &				
		Harbor View Float-In/Fly-In. 3 <sup>rd</sup> Aerobic Show 7pm. 4 <sup>th</sup> Breakfast 8am by the AMVETS, 10am Aerobic Show. Plane rides, aerobatic show, planes/seaplanes on display, lunch available. 715-339-3701 / 2626.			
4	<b>BIG RAPIDS (RQB), Mich.</b> - Freedom Airfest, Car & Bike Show. Pancake Breakfast 7-11am. Hot Dogs 11:30am-3pm. 231-796-5600.				
4*	<b>MOUNT MORRIS (C55), ILL.</b> - Pancake Breakfast 7-11am.				
4*	<b>CORNING, Iowa</b> - Breakfast 6-10am. 641-322-3243.				
5*	<b>AUSTIN, MINN.</b> - Pancake, Sausage & Spam Breakfast 7am-1pm. 507-433-7115.				
10-11	<b>INDEPENDENCE, Iowa</b> - Fly Iowa 2009. <a href="http://www.FlyIowa.org">www.FlyIowa.org</a>				
10-12	<b>PEORIA (PIA), ILL.</b> - Prairie AirShow 2009 featuring USAF Thunderbirds and many more performers. <a href="http://www.prairieair.org">www.prairieair.org</a>				
10-12*	<b>KANKAKEE (IKK), ILL.</b> - Annual Pig Roast & Fly-In 6am-10pm.				
11*	<b>WEST BEND (ETB), Wis.</b> - NJP (not just pancakes) Fly-In 7-9:30am. 262-338-8411.				
11*	<b>Menomonie (LUM), Wis.</b> - Pancake Breakfast 8am-Noon at Score Field. 715-255-0027.				
12*	<b>HINCKLEY (04W), MINN.</b> - Pancake Breakfast and Air Show. 320-384-6667. <a href="http://www.fieldofdreamsairport.com">www.fieldofdreamsairport.com</a>				
12*	<b>GRANTSBURG (GTG), Wis.</b> - Breakfast 7am-Noon. 715-463-4232.				
12*	<b>MIDDLETON (C29), Wis.</b> - Fly-In Breakfast 7:30am-Noon (rain or shine). 608-836-1711.				
12*	<b>TWO HARBORS (TWM), MINN.</b> - Pancake Breakfast 7am-1pm. 218-834-4784.				
18*	<b>St. Louis (ALN), ILL.</b> - Breakfast & Lunch at St. Louis Regional Airport (Alton) 8am-2pm.				
18-19	<b>EDEN PRAIRIE (FCM), MINN.</b> - Air Expo at Flying Cloud Airport. <a href="http://www.wotn.org">www.wotn.org</a>				
19*	<b>PRESTON (FKA), MINN.</b> - Fillmore County Fly-In Omelet Breakfast 7am-12:30pm. 507-765-2582.				
23-25*	<b>KEOKUK, Iowa</b> - ILPA - IBDA. L-Birds Fly-In. Formation school, many activities. All Warbirds are welcome. 319-524-5378.				
25-26*	<b>MILWAUKEE, Wis.</b> - Free Air & Water Show at Bradford Beach. Featuring U.S. Air Force Thunderbirds & U.S. Army Golden Knights.				
27-8/2	<b>OSHKOSH, Wis.</b> - EAA AirVenture at Wittman Regional Airport. 920-426-4800. <a href="http://www.airventure.org/">www.airventure.org/</a>				
<b>AUGUST 2009</b>					
1*	<b>SHAWANO (3WO), Wis.</b> - Breakfast & Car Show 8am-2pm. 715-524-2139.				
1-2	<b>OSHKOSH, Wis.</b> - EAA AirVenture at Wittman Regional Airport. 920-426-4800. <a href="http://www.airventure.org">www.airventure.org</a>				
8*	<b>RICE LAKE, Wis.</b> - Pancake Breakfast 7am-1pm. Lunch 10am-1pm. Aerobatic Flying 11:00pm. Static Displays, Fire, Police, EMS & Medical Helicopters. 715-458-4400. (Fuel Special)				
8*	<b>BOULDER JUNCTION (BDJ), Wis.</b> - Musky Day Land & Sea Fly-In 9am-4pm. 715-385-2979. <a href="http://www.payzersplace.com">www.payzersplace.com</a>				
8*	<b>WEST BEND (ETB), Wis.</b> - NJP (not just pancakes) Fly-In 7-9:30am. 262-338-8411.				
8*	<b>ELBOW LAKE (Y63), MINN.</b> - Pride of The Prairie Ribeye Steak Sandwich 9am-1pm. In conjunction with Flekkesfest. 218-685-6594. <i>Rain Date 9<sup>th</sup></i> .				
8-9*	<b>PLYMOUTH (C65), IND.</b> - Michiana Fly-In. Camp at the airport. Breakfast, Lunch & Supper. <a href="http://www.lightsportrepair.com">www.lightsportrepair.com</a> 574-948-0065.				
9*	<b>WALKER (Y49), MINN.</b> - Tri-County CAP Pancake Breakfast 7:30am-12:30pm. 218-652-2700.				
9*	<b>GLADWIN (0M11), Mich.</b> - Sugar Springs Airport Fly-In 7:30-11:30am. (989) 426-4391.				
9*	<b>CHETEK (Y23), Wis.</b> - Annual BBQ Charity Fly-In at the Chetek-Southworth Municipal Airport 10:30am-3:00pm. 715-456-8415.				
9*	<b>HUMBOLDT, Iowa</b> - Breakfast 7am-Noon. 515-332-4012.				
15*	<b>St. Louis (ALN), ILL.</b> - Breakfast & Lunch at St. Louis Regional Airport (Alton) 8am-2pm.				
16*	<b>LAKE ELMO (21D), MINN.</b> - Lake Elmo Aviation Day 7am-Noon. Pancake Breakfast, Static Display, Vintage Sport Cars & Kids Activities. 651-439-5040.				
19-23*	<b>MINNISKA LODGE, ONTARIO</b> - "Midwest Flyer Canadian Fishing Fly-Out." For details, email <a href="mailto:info@midwestflyer.com">info@midwestflyer.com</a> , or call 608-835-7063 (see <a href="http://midwestflyer.com">midwestflyer.com</a> and <a href="http://wildernessnorth.com">wildernessnorth.com</a> )				

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"Bowers Fly Baby"

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## The Low-Budget/Maximum-Fun SP-LSA Option: Used Homebuilts

### Sage Advice from Ron Wanttaja, A Guy Who Knows His Stuff!



John Ousterhout

Ron in the cockpit of "Moonraker," his own "used homebuilt."



Mike Sabourin

Ron Wanttaja at Arlington, Washington in 2006 with N500F, the original Peter Bowers Fly Baby prototype, now in the Seattle Museum of Flight.



Ed Leineweber

by Ed Leineweber

In a recent column, I explored several low-cost options for latching onto a Sport Pilot-eligible aircraft. ("Keeping it Cheap(er): I Thought Sport Pilot-eligible Aircraft Were Supposed To Be Affordable," *Midwest Flyer Magazine*, August/September 2008.) One of the options

suggested was buying a used Experimental Amateur-Built, a/k/a "homebuilt," aircraft. The example I discussed was a "Bowers Fly Baby;" specifically my own N15HT, pictured second from the left in the photo banner above. In this column, I want to explore the "used homebuilt" option further. To do this, we'll go to a guy who knows.



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Is buying a used homebuilt your route to owning an inexpensive Sport Pilot-eligible aircraft? Maybe, but beware!

### Meet Ron Wanttaja

Our go-to guy for this exploration is Ron Wanttaja – Boeing space systems engineer, Fly Baby expert, avid pilot and prolific aviation writer, among his many interests and pursuits. (We won't be discussing Ron's interest in early naval history, or his pair of young-adult nautical novels, but if you're interested, check out [www.wanttaja.com](http://www.wanttaja.com).) Our focus will be on Ron's advice for would-be buyers of other people's projects, the area of his expertise that brought him to my attention initially.

Ron's background in this area is broad and deep. Growing up in North Dakota, Ron was enamored with flight at an early age. He joined the Civil Air Patrol (CAP) at age 13, learned to fly via a CAP scholarship, and eventually earned the "Spaatz Award," CAP's highest achievement. After getting an engineering degree in 1976, Ron was commissioned as a 2nd lieutenant in the U.S. Air Force, where he did a four-year stint operating missile-launch-detection satellites. He arrived at Boeing in 1981 and has been there almost without interruption ever since.

At the giant aerospace company in Seattle, Ron has worked on many civilian and military programs, including the Peacekeeper missile, Mars Orbiter, Active Satellite Defense Systems, the Strategic Defense Initiative, Dark Star, and the International Space Station. His specialty is space systems concept development; that is, coming up with system architectures that will meet customer requirements. Sounds cool to me.

While his paying job keeps his head in outerspace, Ron's atmospheric aviation interests have been closer to Mother Earth. Away from actual flying during his early years in Seattle, Ron wrote and successfully marketed a computer-based flight simulator that earned him enough royalties to buy an old Cessna 150. That got him back into the cockpit. After joining his local EAA chapter in 1986, Ron sold the C-150, because, he told a friend, "It was more airplane than I needed." You know what was coming next: "homebuilding."

The decision to select and build his own airplane started Ron on a journey that continues to this day, and has



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influenced many in the homebuilt aviation community, including me. He began working on a World War I replica, and pursued the project for several years, but eventually realized that the "Bowers Fly Baby" would suit him better, and ended up buying one already flying.

Ron's early experiences with his project, and his local Experimental Aircraft Association (EAA) chapter involvement, made him realize that, despite the existence of many excellent books and articles on the technical aspects of homebuilding, there was very little information readily available for the absolute neophyte. This is the person like me, who, at the outset of the project, possesses very little of the knowledge or skills necessary to successfully select, build, maintain and operate an Experimental Amateur-built aircraft.

Ron started writing articles on this topic, mainly for *Kitplanes* magazine. Now, over 20 years later, his list of accomplishments in this area is impressive. He has written many articles which have been published in leading aviation magazines, including, in addition to *Kitplanes*, *Private Pilot*, *Sport Aviation*, *EAA Experimenter* and *Flying*. He has also written two books on these topics, *Kit Airplane Construction*, now in its 3<sup>rd</sup> edition, and *Airplane Ownership*.

These writing accomplishments, along with the creation of the Bowers Fly Baby website in 1995, have earned Ron aviation journalism awards, including the coveted Bax Seat Trophy in 2002, given to EAA members who perpetuate the Gordon Baxter tradition of communicating the excitement and romance of flight. Considering the volume and quality of Ron's work over the past quarter century, these awards have been richly deserved.

While it was his role as Fly Baby guru and webmaster that initially brought Ron Wanttaja to my attention, it is his 465-page masterpiece on homebuilt aircraft construction that makes him the focus of this

article. In Chapter 3 of *Kit Airplane Construction*, entitled "Alternatives," Ron explores the option of buying a used homebuilt. Here's what Ron has to say, laced with some of my own experience and much less expert advice.

### **Used Homebuilts: Buying A Used Snake**

According to Ron, well-known aviation writer Bud Davisson is fond of saying, "*You're better off buying a used snake, than a used homebuilt.*" That sounds like a warning, which should be held firmly in mind during the decision-making process.

Still, an active market in used homebuilts obviously exists. According to EAA, there are now more than 30,000 Experimental Amateur-built category aircraft on the FAA registry, a substantial percentage of all registered aircraft. As this fleet ages, most of them, and eventually nearly all, will be operated and maintained by people who did not build them. Buying a used homebuilt is surely not a crazy idea, but avoiding being aloft in a biting snake is a critical concern. Let's start with the initial purchase process.

#### **Pre-purchase Inspections.**

Ron advises to find someone with experience in the same type of aircraft you are considering. A person who has built the same model would be ideal. This will enable you to get a good handle on the quality of workmanship, and also to pick up on modifications from the basic design, which can signal trouble. An inspection by an A&P familiar with homebuilding techniques and materials is also well worth the money.

And, of course, carefully examine the logbooks and builder's records. See how much the airplane has actually been flown. While many of these airplanes, such as open cockpit or single-seat designs, don't fly as much as Skyhawks or Cherokees, hangar queen status might suggest an aircraft with poor flying qualities.

**Test flights.** The next step, according to Ron, is to test fly the aircraft along with the experienced builder. You can see if the airplane feels right for you; the builder can determine if it exhibits expected flying characteristics.

Single-seat aircraft can present special problems. You probably have no experience in the model, and the owner might not permit test flights anyway. If your experienced builder has many hours in such aircraft, the owner might permit a test flight. Ron suggests a sale subject to a satisfactory test flight as another, albeit second-best, alternative.

#### **Maintenance & Condition**

**Inspections.** Under the Federal Aviation Regulations (FARs) governing Experimental Amateur-built aircraft, anyone can perform maintenance, including you, even if you don't know the first thing about what you're doing. However, the annual condition inspection, similar to the annual inspection of certified aircraft, can only be accomplished by either the original builder, assuming he or she has obtained a repairman certificate, which will be limited to that serial number aircraft, or by an A&P mechanic (IA not required). From my own experience, I know that this situation can pose problems, which must be considered as part of the early decision-making process.

First, while learning airplane maintenance as the owner of a used homebuilt can be great fun and a satisfying aviation experience, the trial-and-error method won't work, for obvious reasons, even if it is legal. Unless you have well-developed knowledge and skills in this area, you will need to have available to you someone who does, even if he or she is not a certificated aircraft mechanic.

Second, you will probably need the services of a willing A&P mechanic for the annual condition inspection, since the builder-repairman will not likely be available to do this for you after the sale. This can be a problem, too.

Many A&Ps will not work on Experimental Amateur-built aircraft, either because they are simply not interested in or comfortable with this type of aircraft, or because their insurance doesn't cover them for these services. While there are many A&Ps with homebuilt knowledge, skill and interest who are willing or even eager to work on these aircraft, they can be hard to find in a specific geographic area, and they might require a liability waiver before touching the aircraft. Know how you will keep your homebuilt flying before you buy it.

**Homebuilt Safety.** For those of us with many years of flying certified aircraft, and little previous exposure to the homebuilt world, the idea of flying a 40-year-old, single-seat, wooden airplane that some guy built in his garage, and that a succession of little-known owners since have (or have not) maintained, unconstrained by the legalities of certified aircraft maintenance procedures and practices, raises major safety concerns. Not surprisingly, these fears are not entirely unfounded, and the additional risk must be borne in mind in deciding whether the used homebuilt option is the way to go for you. Ron Wanttaja has compiled some data that can put the added risk into perspective.

First, let's only consider homebuilt aircraft that have completed the 40-hour Phase I test period, since the accident rate during the test flying phase is higher, but you will not be buying a used homebuilt in that situation. Second, let's consider accident rates as compared to several of the most common certified aircraft in the same general class: single-engine, up to four-seat, Cessnas, Pipers and Beechcraft.

Overall accident rates in homebuilts after the test phase were higher than they were in all three makes of production aircraft, with homebuilts at 0.7% of the homebuilt fleet per year being involved in accidents, Cessnas at 0.6% of the Cessna fleet per year, and Pipers and Beechcraft both at 0.5% of their

respective fleets. The overall accident rate for the period was 0.6%. What might account for this approximately 15% higher accident rate among homebuilts?

Several factors are suggested in Ron's data. First, as mentioned earlier, homebuilts do not, as a fleet, fly as much as the more common aircraft in the comparison, averaging only about 60 hours per year, while the others cluster around 200 hours annually. Thus, lack of pilot currency/proficiency might be a factor, an impression, which seems to be borne out by the greatest cause of homebuilt accidents: "*pilot miscontrol*." This cause category accounts for over 40% of homebuilt accidents, much more than any other cause, including builder or maintenance errors, which each account for only about 5% of homebuilt accidents.

The often, different handling characteristics of homebuilt aircraft might offer an explanation as well. Many of the Sport Pilot-eligible homebuilts are very lightly wing-loaded, are taildraggers, or both. Thirty percent of homebuilt pilot error accidents involve strong winds. Picking your weather carefully can drastically reduce your chance of ending up an accident statistic.

Still, pilot miscontrol is less often the accident cause among homebuilts than it is among Cessna aircraft, probably the most commonly flown general aviation brand in this segment of aviation. Why would this be?

One possible explanation: pilots involved in homebuilt accidents are, on average, more experienced than pilots involved in Cessna accidents, with about 950 hours average total time versus 500 hours for the average pilot involved in Cessna accidents. So, although homebuilt pilot error is the cause of accidents eight times more frequently than the next most common cause, it is still lower than the Cessna study control group.

Where builder or maintenance errors have been the cause of homebuilt accidents, engine or fuel

system errors are the biggest problems in both error categories. With builder errors, the problems concern system installation or design changes; while with maintenance errors, the problems surround system installation or workmanship/procedure errors. Clearly, knowledgeable, skilled inspection and maintenance is critical to increasing homebuilt safety, even if not legally required.

## The Final Analysis

Does it sound like a used homebuilt might be right for you? At least for the time being, it is for me, and I am having a heck of a lot of fun learning about and experiencing this new world. Of course, I did not have the benefit of most of the advice offered here at the time I made my move. That orange Fly Baby looked way cool, I had sold my Champ and had nothing to fly, and the price was modest in comparison to the other certified aircraft I've owned. Why not buy it?

Mine was not much of an analytical process....more emotional than logical, but so far my plunge into the homebuilt world has worked out well. But for those considering a similar leap as a path to owning a Sport Pilot-eligible aircraft, I'd recommend Ron Wanttaja's more cautious approach. He knows what he's talking about.

*Editor's Note:* Ed Leineweber is a Certified Flight Instructor with a particular interest in SP/LSA issues. His flight training focus is tailwheel transition training and the Sport Pilot Certificate. Ed has over 25 years experience in aviation and related businesses. He was an FBO owner in the past and is now a co-owner of an LSA dealership. Readers are encouraged to email him at [edleine@countryrspeed.com](mailto:edleine@countryrspeed.com) or call (608) 604-6515. □

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## Failure To Disclose Misdemeanor Conviction On Medical Application Results In Revocation Of All Airman Certificates

by Greg Reigel  
Attorney At Law

Consistent with precedent, the National Transportation Safety Board (NTSB) recently affirmed an Administrative Law Judge's (ALJ) grant of summary judgment to the FAA on an order revoking all of an airman's certificates for violation of FAR 67.403(a)(1)

(prohibition against making fraudulent or intentionally false statements on an application for a medical certificate). In *Administrator v. Martinez*, the airman checked the "no" box for question 18w on the application for medical certificate, certifying that he had "no history of nontraffic



conviction(s) (misdemeanors or felonies)." However, less than 8 months earlier, the airman had been convicted of disorderly conduct, a misdemeanor.

When the FAA discovered the discrepancy, it issued an emergency order revoking the airman's commercial pilot, ground instructor, flight instructor, and medical certificates, as well as any other airman certificates held by the airman. The airman appealed the revocation, and upon motion by the FAA, the ALJ entered judgment against the airman and affirmed the FAA's revocation order. The airman then appealed the ALJ's decision to the full NTSB.

On appeal, the Board initially reviewed the law applicable to an intentional falsification case: The FAA must prove that an airman (1) made a false representation, (2) in reference to a material fact, (3) with knowledge of the falsity of the fact. It further noted that an applicant's answers to all questions on the application for medical certificate are material. Applying the law to the case, the Board determined that the airman's answer to question 18w was false and material and the airman knew his answer was false.

With respect to the airman's defenses that he lacked intent to falsify and that he misunderstood the questions, the Board observed that failure to consider question 18w on a medical application carefully before

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providing an answer does not establish a lack of intent to provide false information. It further noted that lack of intent to provide false information is not proved by an airman's disclosure of the conviction to his employer. Similarly, the Board found that the two questions about traffic (18v) and other convictions (18w) are not confusing to a person of ordinary intelligence. It then concluded that the sanction of revocation was appropriate and consistent with Board precedent in falsification cases.

This case is neither unusual nor unexpected. The FAA takes a dim view of falsification cases and the NTSB supports this position. Although the sanction may appear extreme, after all the falsification was on an application for a medical certificate and did not relate to any other airman certificate, the FAA considers falsification evidence that an airman lacks the qualifications to hold any airman certificate, medical or otherwise.

The result is unfortunate for the airman for a couple of reasons. First, disclosure of a disorderly conduct misdemeanor is, by itself, typically not disqualifying. Absent any other circumstances (e.g. involvement of alcohol or drugs, history of convictions, etc.), if the airman had disclosed the conviction, he probably would have still been issued a medical certificate. Second, the airman is now back to square one. If he wants to continue to fly, he will need to re-take written examinations and check-rides. This case is a good example of why accurate disclosure on an application for medical certificate is necessary and, indeed, in the majority of situations is preferable to the consequences that can result from falsification.

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**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)).

## Students Recognized By NASA

*Reported by Tom Thomas*

LAKE MILLS, WIS. – NASA Astronaut Dan Tani was on hand February 3 at the middle school in Lake Mills, Wis., to announce their winning essays on “NASA: Your Dream Experience.”

Nick Kreuziger, grade 9; Evelyn Libal, grade 12; and middle school science teacher, Jeanne Nye, are winners of a national competition



(L/R) Evelyn Libal, astronaut Dan Tani, and Nick Kreuziger.

**CONTINUED ON PAGE 57**



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**TOM POBEREZNÝ FROM PAGE 35**

looking for those extra arms and legs that can help us meet expectations. At this time when aviation is in a tough state economically, and perception-wise, we need to raise the bar and take advantage of the opportunities that lie ahead.

**DW:** Have you or the board of directors spoken with anyone in particular about becoming president, or has someone spoken with you, and is there someone currently employed by EAA that the board is considering for the position?

**TP:** No, it's wide open, right now. Anyone who is qualified will be given strong consideration. There's no specific candidate at this point in time.

**DW:** That's very smart. I commend you for that, too.

**TP:** Thank you.

**DW:** You're welcome. You are doing it right!

What do you attribute EAA's growth to over the past 50 years and why?

**TP:** I think it has been the involvement of our membership. It's the diversity...we have engaged the entire aviation community, whether it is warbird, vintage, homebuilts, ultralights, the general aviation community. You know Oshkosh is a great example. When you are there for the week during the summer at AirVenture Oshkosh, the entire aviation community is represented in a way that is passionate, involved, innovative...so it's been a great growth ride. But it's not been so much growth for the sake of growth...it's the involvement of people that makes it a success.

**DW:** How did you perceive the state of the industry when you first became president in 1989, compared with how you perceive the state of the industry today, Tom?

**TP:** Great question. I wish I could remember what it was like in 1989. So much has happened since then. I think the fair thing to say, Dave, is that we are in unprecedented times in terms of the economy and many other things that we are facing in aviation. It is as important now (as it was then) that we have strong aviation organizations that are able to address these difficult issues, and take advantage of the opportunities that lie on the horizon. The interest in aviation is the same as it was 20 or 40 years ago, 60 years ago. It's just that we are facing different issues, different problems, and we will 20 years from now.

**DW:** And to try to keep making aviation affordable to everyone.

**TP:** Absolutely! In one of our previous conversations we had, you highlighted the affordability aspect, the ability for people to build their own airplanes, as very important right now.

**DW:** It sure is.

What would you have done with your life if you had not chosen to serve as President of EAA?

**TP:** That's an interesting question, Dave. Aviation has been a part of my life for as long as I can remember. It was an avocation, vocation, a hobby, a passion, so it is difficult to say what I would have done differently, because I've been so involved that it's really not something I've ever thought about much. I don't regret what I've done, what I am going to do in the future...I

love flying, more importantly, I love the people we've met as a result of it...some of my best friends I've met through aviation. So it's not so much what I would have done differently... it's that I am pleased and happy that I did what I did.

**DW:** We are too.

What will EAA be like without a Poberezny at the helm? We have always had either you or your father as president of the organization, and now your father has stepped down as chairman, and you are now the newly appointed chairman, so you are still at the helm, but at some time, you will be passing the torch as president, and some day you will be passing the torch as chairman. So do you have any reservations about passing the torch to someone else?

**TP:** No, the thing is, it's reality. It's going to happen, so I would rather be in front of the process, rather than behind it, so we have a successful transition, so the organization continues to be successful long after my father and who ever succeeds me. I think it is important to control and lead the process to ensure that the values, the cultures and success continue in the future. So realizing that it's going to happen, it's better to control the process than to have it run over you.

**DW:** For sure.

Tom, thank you for your time, and best wishes in your new role.

We have just spoken with Tom Poberezny, President and newly appointed Chairman of the Experimental Aircraft Association Board of Directors. ☐

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### RECOGNIZED BY NASA FROM PAGE 55

sponsored by NASA and Seventeen Magazine. They will job shadow at NASA's Kennedy Space Center for three days as their reward.

The application process for NASA: Your Dream Experience included individual and group online essays followed by telephone interviews for the finalists. The topics challenged the two former middle school students and science teacher on topics ranging from personal goals

and aspirations, to examining potential application of NASA's space research and development to issues here on earth.

Jeanne Nye said that Nick Kreuziger should get the credit for initiating this application process. She said, "Nick and Evelyn are self-motivated and curious, characteristics of successful people." Kreuziger and Libal attend IQ Academy Wisconsin, an online public middle and high school. □

## Foreigners Visit Midwest Airports

MADISON, WIS. – Delegates from the Special American Business Internship Training (SABIT) program consisting of delegates from Eurasian countries visited Dane County Regional Airport in Madison, Wisconsin on February 13 to tour both general aviation and airline terminal operations.

Upon their arrival, Grant Goetsch, Vice President/General Manager at Wisconsin Aviation, hosted the group to a lunch and an overview presentation of his fixed base operation.

With the increase in corporate aircraft activity at their own facilities, there was a keen interest as to what services were provided for customers at the fixed base operation. They were shown the different service areas: aircraft maintenance, avionics, flight school, charter, and customer service. In addition to the tour delegates were invited to a "hands-on" experience sitting at the controls of an assortment of jet and reciprocating aircraft. There was a great amount of excitement over the Cirrus aircraft and its glass cockpit.

Airport director, Brad Livingston, and his staff, hosted the group at the airline terminal building.

Accompanied by U.S. Department of Commerce personnel, the group went on to also visit the EAA Aviation Center in Oshkosh, Wisconsin, later that day.

SABIT offers U.S. organizations an opportunity to network with Eurasian counterparts, and expose their products and services to potential business partners or customers. The group program encourages U.S. exports and investment in Eurasia by bringing delegations of managers and technical experts to the United States for four weeks of industry-specific training sites across the country. These



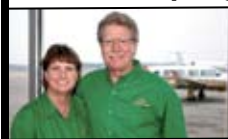
Delegates from Eurasian countries that encompass, Ukraine, Armenia, Azerbaijan, Georgia, Kyrgyz Republic, Moldova, Tajikistan, and Uzbekistan seen here visiting Wisconsin Aviation, Inc., Dane County Regional Airport, Madison, Wis.

training sessions also facilitate technical assistance and knowledge transfer, therefore promoting economic and civil society development in Eurasia. SABIT is always looking for interested U.S. host companies and organizations to participate in the group program for one to two days of site visits and/or training seminars. □

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## The Viking Is Back!

### Viking Family Restaurant Reopens In Reedsburg, Wisconsin



Dave Weiman

(L/R) Jim Heuer, Pamela Coy and Troy Brueggeman.

REEDSBURG, WIS. – The Viking Family Restaurant & Lounge located across the street from the north end of Reedsburg Municipal Airport, Reedsburg, Wis. (C35), reopened October 15, 2008 in the facilities previously occupied by Longley's Restaurant, which closed last summer.

The Viking Family Restaurant & Lounge is owned and operated by the Bill Pierce family, and Pierce's daughter, Pamela Coy, is general manager.

The facilities have been remodeled, there are new and improved banquet facilities, and there is a new menu, serving breakfast, lunch and dinner.

The Viking is open from 5:00 am to 8:00 pm, daily. Friday nights feature a "Fish Fry" and "Seafood Buffet;" Saturday nights feature "Prime Rib;" and Sundays feature "Brunch" from 9:00 am to 2:00 pm with made-to-order omelets.

Jim Heuer is the new manager, and Troy Brueggeman is head chef.

Owner Bill Pierce owned a 1978 Mooney 201, and his daughter, Pam Coy, is interested in learning to fly. Both look forward to reuniting with their many pilot friends.

For meeting rooms and banquets, call 608-768-3663.

Reedsburg Municipal Airport (C35) is located approximately 9 miles west of the Baraboo-Dells Airport, and approximately 37 miles northwest of Madison, Wisconsin in south central Wisconsin. Businesses on the airport include Solverson Aviation, Aero Paradise aircraft interiors, ArCo Aviation, and Euroair Aviation Aircraft Painting. Full and Self-Service 100LL and Jet fuel is available. The airport features two paved runways: 18/36, 4840 X 75 ft, and 7/25, 2510 X 50 ft. with pilot controlled lights. □

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Neil Robinson of Waunakee, Wisconsin in his Citabria.



## Good Snow Made For Good Ski-plane Fly-In

*Story & Photos by Geoff Sobering*

PIONEER AIRPORT, OSHKOSH, WIS. – One of the area's most unique and colorful events, the annual EAA Ski-plane Fly-In, was held January 24, at the EAA AirVenture Museum's Pioneer Airport in Oshkosh, Wis.

The ski-plane fly-in is free of charge to the public. Shuttle services also operate from Basler Flight Service and Orion Flight Service for those who landed on wheels at Wittman Regional Airport.

Holding a ski-plane fly-in can be a tenuous affair. Not only do you need all the normal flying conditions (visibility, winds, etc.), but also enough snow. Conditions at this year's EAA ski-plane fly-in were almost perfect: clear skies, moderate winds with not too large a crosswind component, and nice snow cover. Of course, since it was winter in Wisconsin, there was one

meteorological parameter unaccounted for: temperature. It started out around -2°F in the morning, climbed through zero as most of the planes arrived, and rose to only about +8°F as people were leaving in the early afternoon. Irregardless, it was still a perfect day, and the cold temperatures only made the warm chili and camaraderie inside the hangar that much more enjoyable.

Per tradition, Audrey Poberezny, wife of EAA Founder Paul Poberezny, cut the first slices of her birthday cake and the crowd sang "Happy Birthday" to her. Wandering around outside looking at the planes, nobody seemed to mind the cold much.

Twenty-seven planes and crew braved the frigid temperatures to attend. Amy Gesch, a Minnesota State University-Mankato student,

originally from Waukesha, drove 5 hours just to get in some mid-winter stick-and-rudder time, flying from Capitol Airport (02C) with Todd Ritzman in his Luscombe 8F. Neil Robinson and his son, Jake, had a shorter trip from Waunakee, Wisconsin (6P3). After a bowl of chili and some cake, they headed their Citabria over to the ski-plane fly-in in nearby Wautoma, Wis. that afternoon ([www.airventuremuseum.org](http://www.airventuremuseum.org)). □

### **Classifieds Continued From Page 60**

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