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ON THE COVER: A Daugherty Polson Special (N271) at the Brodhead, Wisconsin airport. The aircraft is now owned by George Jenkins of St. Davids, Pa.

Photo by Geoff Sobering



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Aviation & Volunteerism...

The Need, Opportunities & Rewards Are Endless!

by Dave Weiman

With many of the state aviation conferences being held in the months of April and May, it reminds me of the tremendous amount of "volunteerism" that takes place among sponsoring organizations, and throughout general aviation.



The state aviation/airport conferences are sponsored by state airport manager associations, state aviation trade groups (businesses), state business aircraft owner associations, state offices of aeronautics, and airport consultants and engineers. Each respective organization is generally represented on the conference "planning committee," and each person on the committee makes a commitment to help organize the event.


Areas of responsibility often reflect areas of expertise, but not necessarily. Conference committee members select the site, solicit and coordinate exhibitors and sponsors, promote the event, contact speakers, select award recipients, and organize and emcee panel discussions.

The motivation to volunteer one's time to a conference

planning committee usually comes from a professional obligation to do so. In the end, every conference committee member and every conference attendee stands to gain from the "networking" and "exchange of information" that take place at the event. "Marketing" is also an important motivator and should be encouraged.

Volunteerism in aviation is also seen on our airport commissions and among our flying clubs. I have never known of any flying club, EAA chapter or civic organization that has sponsored a fly-in breakfast or air show, for instance, that has depended on paid staff. And the smaller the organization and event, the more likely it will be dependent on volunteers. Here, the motivation is to raise funds to support airport or organization goals, such as EAA Young Eagles, or to promote the airport to the local community, which is increasingly important as airports can be easy targets of local government when it comes to cutbacks and increased fees.


If you are currently volunteering your time to any cause within aviation, *thank you*. If you are not currently a volunteer, I encourage you to become one and make a contribution to aviation. □



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November 1

December - January

January 1

February - March

March 1

April - May

May 1

June - July

July 1

August - September

September 1

October - November

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LETTERS

Dave:

I'm enjoying your latest edition of *Midwest Flyer Magazine* (Feb/March 2010). I especially like the article "Getting Your Feet Wet." When I was in flight school, I mentioned to my instructor that I had relatives in Holland, Michigan, due east of Milwaukee. I said it would be a short flight over to visit them. She (Tanya Cunningham Robinson) said it would be much better to fly down around Chicago, even though it would be about 2 ½ times as far. She was probably right, but it's good to know the options for when you have to fly over water.

I talked to Jeff Skiles (U.S. Airways Flight 1549) at the post office yesterday about that. He mentioned that the water temperature would get you in a short time and also that position locating devices don't work well when wet. Anyway, I never did fly to Michigan.

Are you looking for articles for future editions? A woman named Susan Crawford comes in to the post office. They have a crop dusting company just south of Oregon (Wis) on Highway 14. I asked if she would consider an interview for your magazine. She said she would. I'm sure your readers would be interested in crop dusting planes and the people who fly them.

Thanks, Dave!

Ken Anderson
Oregon, Wisconsin

Ken:

Thanks for your email, and the opportunity to respond to your interest in "water ditching," something I hope none of us ever have to do.

Please note that we do not encourage pilots to fly over any of the Great Lakes. The purpose of the seminar at the AOPA Summit that we reported on was to discuss "ditching"

procedures in the event you have to ditch in water, presumably in either the warm waters of the Caribbean, or in a small lake in the Midwest or Canada.

I concur with U.S. Airways First Officer Jeff Skiles and your flight instructor concerning the hazards of flying over the Great Lakes any time of the year with the cold water temperatures. It is always better to take the time to fly around those large bodies of water than to take a chance. It is still better to be prepared in the event you get vectored out a few miles from the shoreline. When this happens, do not hesitate to remind ATC that you are flying a single-engine aircraft and would prefer to fly close to shore.

Dave Weiman
Midwest Flyer Magazine

Dave:

Thanks for the three copies (of the Feb/March 2010 issue of MFM). It is a fantastic issue! The article turned out really well, and I had lots of positive feedback already.

By the way, here is feedback on the FSS consolidation question you asked: I personally think that it is ludicrous to have the Princeton guys not brief Minnesota and the areas they have been briefing for many years. Someone must be out of their mind there. I have started using more and more DUATS, and self-briefing, and fltplan.com for filing. I call FSS now only if it is a quick local flight, and I have no quick access to the internet. I find that all the FSS specialists do is read the DUATS printout, so no really insight based on local weather experience. I can read it myself. I also find the DUATS to be somewhat of a problem with the 50 pages of meaningless NOTAMs that makes us sometimes miss more important ones.

Congrats again on a great magazine!

Guilherme Schmidt
Owner, Socata TBM 850
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NTSB Rejects ASRP Waiver Of Sanction For D.C. ADIZ Incursion

by Greg Reigel
Attorney At Law



Greg Reigel

The National Transportation Safety Board (NTSB) recently determined that an airman's incursion into the Washington, D.C. Air Defense Identification Zone ("D.C. ADIZ") was not inadvertent and, as a result, the airman was not eligible for waiver of sanction under the Aviation Safety Reporting Program ("ASRP"). In *Administrator v. Schwarzmann*, the FAA alleged that the airman violated FARs 91.139(c) (compliance with airspace NOTAM), 91.13(a) (careless and reckless) and 99.7 (compliance with ADIZ security instructions) when he operated within the D.C. ADIZ while squawking a transponder code of 1200 (applicable

NOTAMs require that a discrete transponder code other than 1200 must be used during operations within or egress from the D.C. ADIZ). The FAA sought to suspend the airman's commercial pilot certificate for 30 days as a sanction for the alleged violations.

After a hearing before an NTSB administrative law judge ("ALJ"), the ALJ determined that the FAA had proved the violations as alleged. Although the airman had asserted an affirmative defense that his transponder malfunctioned and transmitted the wrong code, the ALJ decided that the FAA had rebutted this affirmative defense. The ALJ deferred to the FAA's choice of sanction and ordered the 30-day suspension of the airman's certificate. However, the airman then appealed the ALJ's decision to the full NTSB.

On appeal, the airman argued

that the FAA was at fault for his incursion because it failed to provide a means for the airman to verify that his transponder was transmitting the correct code before taking off; that the ADIZ is a restricted area that includes aircraft sitting on the ground, and that such an inclusive definition amounts to entrapment; that because ATC cleared him for takeoff, and that he believed his transponder was transmitting the correct code, he was therefore neither careless nor reckless; that he was eligible for a waiver of sanction under the ASRP; and, finally, that the FAA's actions violated his rights to equal protection and due process.

The Board rejected all of the airman's arguments. Initially, the Board observed that the airman did not cite any regulations or authority indicating that the FAA was responsible for verifying a code that a pilot is transmitting before

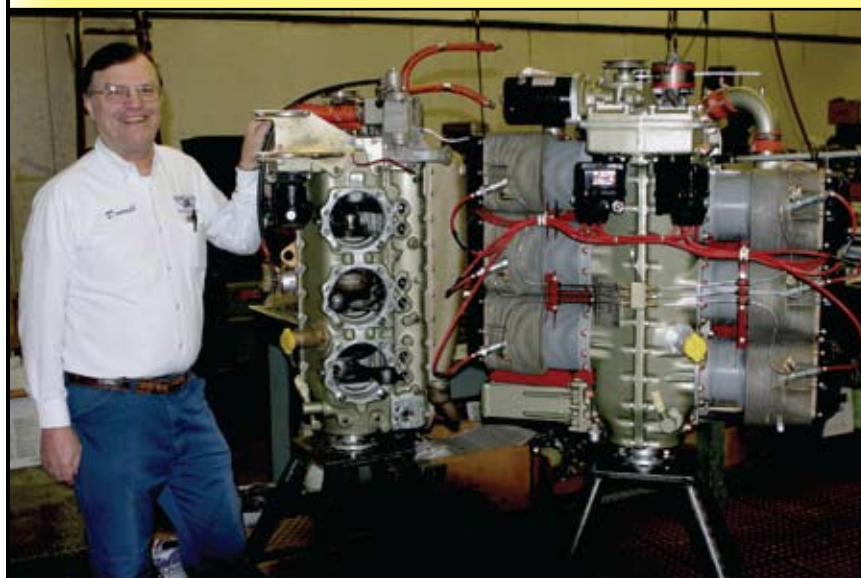
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the pilot takes off. Rather, it found that case law and the FARs provide *“that pilots are the responsible parties for ensuring that their aircraft contain equipment that functions appropriately, so as to comply with all regulatory requirements.”*

Next, the Board held that the airman's entrapment argument was without merit since FAR 91.139(c) provides that the special requirements apply to pilots in “airspace.” It went on to conclude that the finding of an operational violation under FAR 91.139(c) was *per se* careless and reckless in violation of FAR 91.13(a). The Board further rejected the airman's constitutional arguments since the airman received due process when the ALJ allowed him the opportunity to present and cross-examine witnesses and, with respect to equal protection, the Board does not have authority to consider issues of selective prosecution by the FAA.

With respect to the airman's argument that he was entitled to

waiver of sanction under the ASRP, the Board initially noted that it imposes a strict standard with regard to the ASRP's requirements and, in order to be eligible, the violation at issue must be inadvertent and not deliberate (in addition to satisfying the other program requirements). It further observed that an airman's “exercise of poor judgment, even when the [airman] alleges that he or she believed that they chose the safest action, may amount to a deliberate action under the ASRP.”

The Board reiterated the deliberate/inadvertent distinction from an earlier case that “[a] person who turns suddenly and spills a cup of coffee has acted inadvertently. On the other hand, a person who places a coffee cup precariously on the edge of a table has engaged in purposeful behavior. Even though the person may not deliberately intend the coffee to spill, the conduct is not inadvertent because it involves a purposeful choice between two acts – placing the cup on the edge of the table

or balancing it so that it will not spill. Likewise, a pilot acts inadvertently when he flies at an incorrect altitude because he misreads his instruments. But his actions are not inadvertent if he engages in the same conduct because he chooses not to consult his instruments to verify his altitude.”

It then concluded that the airman's conduct was not inadvertent.

According to the Board, the airman “did not consider obtaining a ferry permit, contacting the local FSDO, or canceling his flight in order to ensure that his transponder was functioning” and “[t]o the extent that respondent believed that his transponder may have mechanical problems, he should not have operated the aircraft with the transponder in the ADIZ until he was certain that his transponder was operating properly.” Add to this the fact that the FAA had rebutted the airman's affirmative defense and the Board affirmed the ALJ's refusal to waive sanction under the ASRP.

This explanation of the deliberate/inadvertent distinction recited by the Board is troubling. It seems to me to be, to some extent, semantics and, in practice, will be dictated by a subjective determination of which “act” is the focus of the inquiry. I would expect the FAA's focus to be on an act that lends itself to a characterization of “deliberate,” although the FAA should still need to establish a direct connection or causal link between the “act” and the “violation.” Unfortunately, this opens the door to more litigation regarding this issue and reduces some of the incentive for participation in the ASRP, which certainly isn't in the interests of air safety. Not a good thing.

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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, 952-238-1060, greigel@aerolegalservices.com).

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Sudden Death

by Dr. John Beasley, MD
Professor Emeritus and Clinical Professor,
Department of Family Medicine
University of Wisconsin - Madison

June 18, 2009: "A Continental Airlines Boeing 777 with 247 passengers traveling from Brussels landed safely in New Jersey on

Thursday after the pilot died of an apparent heart attack during the flight." (MSNBC)

After I do all that poking and prodding for your medical certification, the FAA would like me to say: "This pilot isn't going to drop dead."

However, that's not easy – or even possible – to do. All we can do is



Dr. John W. Beasley

predict probability, high or low. I may die while writing this article, but the chances are pretty good that not only will I finish it, but I'll also live long enough to be referred to as "spry" and annoy my grandkids. It's all a matter of probabilities.

What tends to kill people suddenly is heart disease or strokes, or possibly the rupture of an aneurysm somewhere in the body. These events are all related to vascular disease, in particular atherosclerosis caused by a buildup of cholesterol in the arteries.

To some extent, we can predict the risk of major events. While there are some genetic effects, most risks are related to lifestyle and age. Generally speaking, not smoking, getting reasonable exercise and good medical management for diabetes, high blood pressure and bad cholesterol levels can reduce the risk of sudden death by 30 to 50% – but not eliminate it. One calculator (pretty rough, I must admit) is at: <http://hp2010.nhlbi.nih.net/atpiiii/calculator.asp?usertype=prof>.

The mechanism of death with heart disease is usually a disturbance in the heart rhythm caused by an area of the heart not getting enough blood (ischemia). This is most often due to a small plaque of early atherosclerosis breaking open inside a coronary artery and causing a clot, which cuts off blood flow to the tissue downstream. About 50% of heart attacks come from plaques, which are small enough that they are not at all easy to detect – even by stress testing or other methods. This is why (along with the large number of false-positives in stress testing) that the FAA has not – thankfully! – required routine stress testing for pilots.

This is also why aspirin is recommended for folks at moderate to high risk. It doesn't really "thin" the blood, but does reduce the likelihood of a blood clot if a plaque does break open. However, aspirin also increases the risk of hemorrhage. It's all a matter of higher or lower risks.

CONTINUED ON PAGE 62



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Dusting Off The Cobwebs

by Craig Fuller

President & CEO

Aircraft Owners & Pilots Association

The weather is warming up, at last, and that means flying season is upon us. Because I am fortunate enough to fly for business as well as pleasure, and because I have the use of an exceptionally capable aircraft in the CJ3, I can and do fly all year round. But even so, I find my flying ramping up with the advent of warmer days and longer, lighter evenings.



Craig Fuller

And just as spring is the perfect time to give your home a good cleaning, I like to do a little spring cleaning on my piloting skills. If, like many pilots, you and your airplane hibernate during the cold winter months, you might find that dusting off the cobwebs is especially important at this time of year.

As you may know, I've been talking a lot this year about "getting engaged." And at AOPA we've set an ambitious agenda for increasing engagement in four areas that our members and supporters say are especially critical to our future: enhancing safety, improving our image, restoring the pilot population, and protecting airports. A good spring cleaning on your piloting skills can go a long way to addressing the first two issues.

Accidents involving small aircraft are not as common as many outside aviation seem to think. But they do happen, and all too often they receive sensational coverage in the media. I don't need to tell you that just one unfortunate accident can have severe and lasting repercussions for how the public at large views general aviation.

Fortunately, many accidents can be avoided, and making sure your piloting skills are in top condition is one way to ensure that you never end up on the evening news. There are a million ways to get and stay proficient, including taking free online courses from the AOPA Air Safety Foundation. And, while we would love to have every pilot join AOPA, you don't have to be an AOPA member to use and benefit from the wide range of courses, seminars, quizzes, and other skill-enhancers available in person and through the AOPA Air Safety Foundation web site.

Don't overlook your aircraft either. If it hasn't been flown much during the winter, be sure to give it a good going over before you take it out on that first warm afternoon of the season. As with anything mechanical, airplanes don't do well if they are left idle for too long. Fluids can dry up, seals and hoses can crack or leak, and critters can find a nice cozy winter home in all sorts of strange places.

The extra care you take with yourself and your airplane at the start of this flying season is guaranteed to pay dividends for you, your passengers, and the entire GA community.

For more ideas about how to engage in GA, and to learn what other AOPA members are doing, visit www.aopa.org/engage. □



Bill Blake



by Bill Blake

AOPA Great Lakes Regional Representative

State Support of Aviation Would Have Positive Economic Impact

The 2010 state legislative sessions have reinstated some of the issues I wrote about in my last column.

Michigan House Bill 5773 has been introduced, which would change and raise the current state aviation fuel tax from three cents (\$0.03) a gallon to 2.5% the first year, 3% the second year, and 4% the third year on the wholesale price of aviation fuel. This is in addition to the 6% state sales tax already charged on the retail purchase price.

AOPA strongly opposes this bill for a number of reasons. The combined current rate of 6% sales tax and a \$0.03 per gallon excise tax represents a combined existing rate already higher than nearly every other state. Few states impose both sales and excise taxes on aviation fuel. Of states that impose both sales and excise taxes, their combined rate is lower than Michigan's current level of aviation fuel taxation. No other state imposes a percentage-based excise tax on aviation fuels due to the volatility of oil prices.

This tax would burden consumers most, when they can least afford it. The proposed percentage-based tax increase will also have an adverse effect on the economy in Michigan because the increased financial burden will diminish flying hours for many Michigan aircraft owners and the associated economic activity. Less competitive fuel rates will also push transient and out-of-state aircraft to refuel in other states – amounting to lower fuel sales for businesses and less revenue collected by the state.

We urge Michigan citizens to oppose the passage of Michigan House Bill 5773 to protect the continued vitality of general aviation and its \$4.1 billion economic impact in Michigan.

I recently attended a buffet luncheon meeting in St.

Paul on state funding for aviation in **Minnesota**. The meeting was jointly hosted by the Minnesota Business Aviation Association (MBAA), Minnesota Council of Airports (MCOA), and Minnesota Aviation Trades Association (MATA). There was a panel of state legislators from both parties and from both the House and Senate. The panel comments were mainly about the importance of aviation to Minnesota and the recognition that \$15 million was taken from the aviation fund to bolster up the general revenue fund. However, the legislators agreed that there was no way that money could be returned to aviation until the state's budget shortfall was solved.

Most of the meeting was devoted to comments from the audience supporting MBAA's proposal to reduce registration fees and increase the jet fuel tax from \$0.05 to \$0.08. The bill would be revenue neutral for

the state. Note that the proposal does not impact piston aircraft.

I spoke with some of the legislators after the meeting. They expect that a bill along the lines of the MBAA proposal will be introduced this session. AOPA will analyze any proposed legislation and work to protect general aviation pilots and our members.

Airport managers in **Indiana** are concerned about the state aeronautics office announcement that, under the budget approved for aeronautics by the legislature, the state would not be able to provide its full matching share of 2% for anticipated federal airport improvement grants. Local airport sponsors will have to make up the shortfall in order to receive any federal grant money. Sponsors of some of the small general aviation airports may not be able to pay the shortfall and thus will have to go without federal grants that provide

95% of the funding needed for eligible airport improvement projects.

The Aviation Association of Indiana (representing airports) has been seeking help from the Indiana Department of Transportation to find funds to make up the state funding shortfall. It would be a shame for any state to forfeit federal funds that provide jobs and economic development, particularly in this time of state economic woes.

AOPA will continue to work to protect and improve general aviation. As I have said before, you all can play an important role. It is essential that we all work together to protect and enhance an industry that is important to each of us individually and to the nation as a whole. Keep informed and let your local, state, and federal elected officials know your views.

For more information on these and other issues facing general aviation, please go to: www.aopa.org. □

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AOPA's John Baker Grew Up In Midwest Aviation Family

John Lee Baker, the president of the Aircraft Owners & Pilots Association (AOPA) from 1977 through 1990, died March 11 at his home in Angier, N.C. Baker, a

Nebraska native and the son of a pilot, served as a U.S. Air Force fighter pilot in the Korean War, and then earned a law degree from Creighton University. He served on the staff of Sen. Roman Hruska (R-Neb.), and then was appointed assistant administrator in the FAA's office of general aviation affairs.

Baker took the reins at AOPA in May 1977 and immediately became engaged in a series of initiatives aimed at the fair distribution of what was then a \$4-plus billion surplus in the Aviation Trust Fund. Because of Baker's leadership, more than 3,000 GA airports eventually received improvements paid from the trust fund.

Among many other achievements, Baker navigated GA through the increasing airspace challenges of the late 1970s and early 1980s, beginning with the September 1978 midair collision between a Pacific

Southwest Airlines Boeing 727 and a Cessna 172 near San Diego. He pioneered successful efforts to restrain ever-escalating demands to prevent GA aircraft from flying in the then-newly established Terminal Control Areas (today's Class B), and persevered until high-density airspace boundaries were simplified in favor of GA operations. He was also key in preventing proposals to lower positive control airspace to 10,000 feet MSL, establishing AOPA's Political Action Committee, negotiating the cancellation of a proposed annual tax on GA aircraft, preventing the closure of 75 flight service stations, and in convincing senators to advance the first bills proposing changes to product liability laws adversely affecting GA manufacturers.

Baker's successor, Phil Boyer, said of him, "He was a highly qualified leader who transformed AOPA from a large flying club to one of the world's most successful membership organizations. His concentration on member-centric activities was as precise as his military flying. When I followed him, employees often quoted his line: "If you stiff a member, you're out.""

AOPA President Craig Fuller said, "John Baker was an extraordinary advocate for our freedom to fly and his passion for defending the interests of the general aviation community never waned. His work has had a lasting impact on our industry, and it was my good fortune to get to know John after I came to work in Washington, D.C., in 1981. From the time I served in the White House, right up to today, I have valued his counsel." □

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Two for one

I don't know anyone who doesn't like to feel that they are getting a good deal. When you can get two for the price of one, and that price is *free*...well, it just doesn't get any better than that.

And that is what you get when you take some extra time to hone your skills before you take that first flight this spring. Many pilots, and their airplanes, hibernate during the winter. And that may have been especially true this past winter when unusually cold and stormy weather blanketed the country from corner to corner.

But now that the days are getting longer and the skies are clearing in much of the country, it's especially important that you invest a little extra time and energy in honing your piloting skills before you get back into the air. The good news is that you don't necessarily have to spend any money to do it.

The AOPA Air Safety Foundation offers a whole range of seminars, online courses, quizzes, and other ways to sharpen your skills, brush up on the regulations, and generally get back into a flying state of mind. And they are free to any pilot--you

don't even have to be an AOPA member.

So that's the free part--now for the two-for-one bonus. When you make sure you are not only current but proficient, you help address two of the issues that AOPA has identified as critical to general aviation's future--you enhance our safety record and you improve our image.

This year, I am challenging everyone in the GA community to get more engaged with aviation. Focusing on safety is one important way you can meet that challenge while protecting yourself and your passengers. For more ideas about how to engage in GA, and to learn what other AOPA members are doing, visit www.aopa.org/engage.



Craig L. Fuller
AOPA President and CEO



For more information on the Aircraft Owners and Pilots Association and the issues that affect your flying go to www.aopa.org today.

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55th Wisconsin Aviation Conference **To Be Held In Waukesha**

WAUKESHA, WIS. – The 55th annual Wisconsin Aviation Conference will be held, May 3-5, 2010, at the Country Springs Hotel, Waukesha, Wisconsin. The conference agenda, hotel information

and registration forms are posted on the WAMA website (www.wiama.org). Airports that register and pay for a staff member to attend the full conference are allowed to register one airport commissioner or airport

governing board member for free. The \$75 registration fee includes Monday's welcome reception and supper at the Grand Pavilion, all meals, events, and social hours. Dress for all events is casual.

For hotel reservations, contact the Country Springs Hotel at 262-547-0201 or 800-247-6640. Questions can be directed at Pete Drahn at 715-358-2802 (daredem@verizon.net). □

Jeppesen President To Be Featured Speaker **At Wisconsin Conference**

Mark Van Tine, President and CEO of Jeppesen Corporation, will be the keynote speaker at the Wisconsin Aviation Conference, May 3-5, at the Country Springs Inn, Waukesha, Wisconsin.



Mark Van Tine

Van Tine began his career in

1981 with DataPlan, a leading flight planning and weather services company purchased by Jeppesen in 1989. He served as managing director of DataPlan from 1991 until 1995, when he relocated to Denver to oversee Jeppesen's worldwide flight information development, printing and distribution operations, and IT organizations. He has spent his career working in a variety of different areas within Jeppesen's businesses,

including flight operations, customer service, charting, and information technology. Van Tine was the company's chief information officer from 1998 to 2002. He was appointed to his present position in January of 2003. Van Tine received a Bachelor of Science degree in Aviation from San Jose State University in 1980 and attended the Harvard School of Business Program for Management Development in 1998. He currently holds a private pilot certificate (www.wiama.org/conference.htm). □

55th Annual Wisconsin Aviation Conference **Country Springs Hotel - Waukesha, WI - May 3-5, 2010**



Speakers: Mark Van Tine, President and CEO, Jeppesen; FAA Regional Administrator Barry Cooper; Wisconsin Aeronautics Director David Greene; Minneapolis Airports District Office Manager, Jesse Carriger.

Topics Include: Runway Safety, Airport Pavement Maintenance & Preservation, Air National Guard Update, Community Outreach Initiatives, Sustainable Airport Projects, Demonstrating the Value of Airports, FBOs & Young Eagles, NextGen, Digital Marketing Techniques, Planning at General Aviation Airports, Wind Tower Obstructions.

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Waukesha County Airport...

Critical To The General Aviation Needs of Southeastern Wisconsin

Wisconsin has a long and diverse aviation history, to which Waukesha County has been a significant contributor.

In 1930, Waukesha locals, Jack Miller and Warren O'Brien, came up with the idea of forming "Waukesha Aeronautical," a club for aviation enthusiasts. One year later they formed the "Waukesha Aviation Club," which is still in existence today.

Although one of the initial goals of the club was to promote an interest in aviation and teach people to fly, the main goal of the club was to find a way to develop an airport for the City of Waukesha and its residents. The club rented land from the Badinger Farm on the corner of Highway 30 and Pewaukee Road, which served as the first airport.

The club's long-term goal was to prove to the county board the viability of an airport and secure county funding for development of a permanent airport facility. Early efforts failed and the county board twice voted to reject the idea of funding an airport.

In 1933, club member Dean Crites moved from Honey Creek, Wisconsin to Waukesha and began his hands-on involvement with the airport, which would continue for the next 36 years. That same year, the Waukesha Aviation Club hosted an air show and brought in famous air racer, Jimmy Haislip, to take all 65 county board members on an airplane ride. This effort was so successful in swaying the county board that they voted unanimously to fund construction of Waukesha County Airport at the current location.

The original cost to construct the airport was estimated at \$5,000. However, much of the land was swamp that needed to be drained. It took more than 2 years and an additional \$15,000 from President Roosevelt's New Deal/Work Projects Administration (WPA) to drain and level the swampy land. On August 18, 1935, over 6,000 attendees paid 25 cents each to attend the dedication ceremony. During the construction of the airport grounds an additional \$38,000 in WPA funding was procured to construct the original terminal building. It was dedicated on August 14, 1938 and could accommodate 14 planes.

Aviation continued to see enthusiastic growth throughout the late 1930s to 1940. Dale Crites decided to join his twin brother in 1937 and the brothers opened a Piper Aircraft dealership. Membership for the Waukesha



Keith Markano

Aviation Club continued to grow and 1939 saw the first young woman take to the skies. Services at the airport continued to grow as well, and the first parachute school opened in 1940. In addition, the Crites Brothers' Spring City Aviation trained hundreds of pilots and is still in operation today. But war clouds were on the horizon and there was fear among aviators that the U.S. government would confiscate their airplanes.

With the onset of World War II, the Waukesha Aviation Club transformed to a chapter of the Civil Air Patrol, shifting its focus from recreational flying to flight training for the armed services. During the war the airport was essentially unchanged.

Waukesha County Airport (Crites Field) & Atlantic Aviation - Waukesha, Wisconsin

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STATE AVIATION CONFERENCES

In 1947, the Waukesha Aviation Club was reformed. After the war there was an increased interest in recreational flying due to all of the returning military pilots resuming civilian life. As the new decade was dawning, a new era of growth for the airport was dawning as well. Airport manager, Dale Crites, was successful in adding an administration area to the south side of the terminal building, Quonset huts and T-hangars, paving 3,000 feet of the east-west runway and associated taxiways, and adding runway lights. The dedication for the runway was held on September 11, 1955. To assist with safety, the Waukesha Aviation Club purchased the first air-to-ground radios for the airport and donated the Tetrahedron wind indicator, which is still in use today and still maintained by the club.

Between 1950 and 1960, the number of based aircraft doubled. To meet growing tenant needs, two 1,000-gallon underground fuel storage tanks were installed and a maintenance hangar was constructed just west of the terminal building.

In the 1960s, the airport continued to experience heavy use and it was necessary to grow rapidly to meet the demand. A new north-south runway was paved and lighted, and 600 feet of pavement was added to the east-west runway. Due to increased usage by turboprop aircraft,

a 10,000-gallon jet fuel tank was installed to meet the needs of consumers. Most notably, for the first time land was leased to a private entity, Waukesha Motors, for construction of a hangar.

The need for hangars continued to grow and the southeast T-hangars were constructed. In 1961, the Waukesha Aviation Club once again demonstrated their generosity and vision for the airport by donating a wind speed indicator. Also, the second floor was added to the administration area of the terminal building.

Thanks to the combined guidance of the Crites brothers, the generosity of the Waukesha Aviation Club, and the view that the airport was an asset to the county, the airport continued to leap further ahead of other airports in the area with new innovations and services it provides the aviation community and general public.

In 1969, Dean and Dale Crites retired. Day-to-day management became the responsibility of the fixed base operator with oversight by the county. This arrangement continued until the formation of the airport commission 23 years later.

In 1974, the county realized a control tower would promote safety and enhance the airport. A temporary control tower from the La Crosse, Wisconsin airport was acquired, and began operating and staffing as a non-federal control tower. The remainder of the 1970s was somewhat troublesome for the airport, possibly a reflection of rising fuel prices, gas rationing and inflation. This trend continued into the recession of the early 1980s.

Through the mid and late 1980s, the airport saw some interest in private entities building hangars as advances in aircraft design and performance occurred. The county constructed the Army National Guard Hangar, extended and widened Runway 10/28 to its current length of 5,850 feet, and planned for the installation of an Instrument Landing System (ILS).

In 1987, Waukesha County formed an "airport study committee" with the objective to "develop continuity of airport governance." Increased demand for services at the airport, the growing and changing nature of the General Aviation fleet of aircraft, and regulatory requirements necessitated the formation of an "airport commission" in 1992. The commission was tasked with setting policy, hiring an airport manager, developing operational and capital budgets, and developing a master plan for the airport.

During the following years, a new "airport layout plan" was developed, adopted by the county board, and major construction began. A "master plan" was completed and adopted by the county board in 2002.

This year Waukesha County is celebrating the airport's 75th anniversary! A lot has changed in those years as the commitment and vision of countless local aviators and enthusiasts transformed a pasture to Wisconsin's third busiest General Aviation airport. The airport now boasts

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Wisconsin Aviation Business
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a new terminal building, a new federal contract control tower, and 63 hangars that house over 220 business and private-use aircraft. Upcoming airport improvement projects include a vehicle gate redesign for the Southeast Hangar Area in 2010, the reconstruction and lighting of the two oldest taxiways in 2011, and the study of alternate design ideas for adding standard safety areas on the main runway. Arriving IFR aircraft have the option of utilizing either the VOR-A, RNAV (GPS), or ILS approaches.

Tenants and visiting pilots enjoy an impressive range of full-time aviation service providers including Atlantic Aviation, Plane Safe Aircraft Maintenance, SkyCom Avionics, AirCraft Image, Stein Aircraft Services, Spring City Aviation, Flight for Life, and there's still room for more! The airport is situated perfectly between Milwaukee and Madison off Interstate 94 giving patrons and tenants immediate access to major Southeast Wisconsin attractions like Miller Park, the Summerfest grounds, Harley Davidson Museum, State Fair Park, Milwaukee County Zoo, and Lake Michigan...not to mention the many local attractions, restaurants, and lodging available in Waukesha. Waukesha County Airport is not only an integral part of Wisconsin's aviation history, but an invaluable asset to its future and to the future economic development of the county.

Keith Markano, who got his start in airport management in New Jersey, has been manager of Waukesha County Airport since 2001. As manager he works with airport tenants in regards to lease agreements, and community and customer relations. He also works with federal, state and local officials on airport funding and maintenance, tower operations, and security issues.

Markano describes that his major challenge in airport maintenance came during the winter of 2004, when Wisconsin experienced extremely cold temperatures. Due to a deep frost, the utility runway began to

deteriorate rapidly and required rapid repair. This runway is also impacted by non-standard safety areas, and has drain tile and part of a storm sewer running beneath it, which needed to be addressed.

To minimize the financial impact to the county, Markano traveled to Washington, D.C., seeking to have the airport place-named for an appropriation in the following year's FAA Reauthorization Bill, thereby making the project eligible for 90% federal funding. The remainder of the project was paid 2.5% state and 2.5% local. Wisconsin is a block grant state and typically funds projects at 60/20/20 percent levels. Through the assistance of Senators Herb Kohl and Russ Feingold, Markano was able to have the airport included in the Senate version of the appropriation bill and funding was secured late in 2005.

Airport security is an area of expertise for Markano. He has developed and implemented an airport emergency plan following the federal security 139 requirements beginning in 2000, when he was operations assistant at the airport. Since that time the airport has held annual tabletop exercises and two full-scale drills. When the Transportation Security Administration (TSA) released its Guidelines for General Aviation Airports in May of 2004, Waukesha County Airport had already met many of the suggested guidelines.

Also, in early 2004, Waukesha was one of only three airports in the state that took advantage of the funding available from the Wisconsin Office of Justice Assistance (OJA) for critical infrastructure improvements.

In the fall of 2005, Markano worked closely with the Associate Dean of Criminal Justice from Waukesha County Technical College (WCTC) to procure a federal grant to develop a curriculum for security training for General Aviation. WCTC was awarded one of three nationally available grants. Markano is now on the advisory committee along with members of the TSA, FBI, U.S. Marshals Service and others who are committed to developing the program.

Prior to working at Waukesha County Airport, Markano was employed by Johnson Controls World Services as an Operations Supervisor at Teterboro Airport in New Jersey.

Waukesha County Airport is one of three airports hosting the 55th Annual Wisconsin Aviation Conference to be held at the Country Springs hotel in Waukesha, Wisconsin. Milwaukee General Mitchell International Airport and Milwaukee Timmerman Airport also serve the region, and welcome conference participants. For additional conference information, contact the Wisconsin Airport Management Association at 715-358-2802 or email daredem@verizon.net. □

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General Mitchell International Airport – Wisconsin's Largest Air Carrier Airport

Mitchell International Airport is one of three host airports for the 2010 Wisconsin Aviation Conference, May 3-5, at the Country Springs Inn, Waukesha, Wis. For additional information, see www.wiama.org/conference.htm). Mitchell International is the largest airport in the state, and will welcome conference and guests that arrive by commercial airlines. The Wisconsin Aviation Conference is cosponsored by the Wisconsin Airport Management Association, Wisconsin Aviation Trades Association, and the Wisconsin Business Aviation Association. Airport managers and commission members from around the state, fixed base operators, and individuals and businesses that use their aircraft for business, attend the conference, as do officials from the Wisconsin Bureau of Aeronautics and Federal Aviation Administration.

Milwaukee Aviation History

Milwaukee formally entered the aviation era on July 3, 1919, when it established the first county-operated airport, named Butler Airport, on the current site of James Currie Park and Golf Course, located in the northwest corner of Milwaukee County. At this humble airport facility, the Lawson Airliner was assembled. On August 27, 1919, the airliner departed on a demonstration flight to the east coast of the United States. Airmail service began for the Milwaukee region on June 7, 1926, and soon the local residents and aviators realized the current airfield was too small, but a small river to the east and a railroad line to the west prevented any significant expansion.

On October 5, 1926, the Milwaukee County Board approved the \$150,000 purchase of a new airport facility. The land was owned by Thomas Hamilton, a local aviator who operated a propeller manufacturing business and small

airport. Soon after the Hamilton land purchase, aviation activity at the Currie Park site ceased and was transferred to the new location. The first airport terminal, the Hirschbuehl Farmhouse, opened on the Hamilton Airport site in July of 1927. That same month Northwest Airlines, Inc., initiated air service from Milwaukee to Chicago and Minneapolis/St. Paul. World-famous aviator Charles A. Lindbergh visited the Milwaukee airport on August 20, 1927.

During the late depression years (from 1938 to July, 1940), a new two-story terminal building was constructed by the Work Projects Administration (WPA). In 1941, the name of the Milwaukee County Airport was changed to "General Mitchell Field" after Milwaukee's military advocate, Brigadier General William "Billy" Mitchell.

It is a source of pride for Milwaukeans that its main airport is named in honor of General William Mitchell, who, though impatient with those who did not share his beliefs, nevertheless retained, until his death, his boundless faith in aviation's future which he so unerringly visualized.

General William "Billy" Mitchell (1879-1936) was born to a prominent Milwaukee family. His father, John Lendrum Mitchell, who eventually became a United States Senator for Wisconsin, was an only child to millionaire Milwaukee banker and railroad tycoon, Alexander Mitchell.

At the outbreak of the Spanish-American War in 1898, Billy Mitchell returned to Milwaukee from what is now known as George Washington University in Washington, D.C., to enlist. Mitchell quickly rose through the ranks in the Signal Corps and in

1912 was appointed to the General Staff, the youngest person at that time to hold such a position.

In 1916, when Europe was on the verge of the first World War, Mitchell recognized the increasing importance of aviation in war and took it upon himself to learn to fly at his own expense. Mitchell was promoted to Major and appointed the head of the Army's aviation section. He was then sent to Europe, where he became a leader in establishing a United States aviation force. Mitchell was promoted again, this time to the rank of Colonel, and was appointed Chief of Air Service of the First Army. In the Battle of St. Mihiel, he was given command of more than 1500 British, French, and American aircraft units. This was the largest air force ever assembled to that date. For Mitchell's action, he was promoted to Brigadier General and made Chief of Air Service of the Group of Armies, the top aviation command.

Returning to the United States in 1919, Mitchell was appointed Director of Military Aeronautics. He vigorously began promoting aviation, planning the building of a strong air force and fostering the budding aircraft industry to establish commercial aviation on a sound footing. But his opponents were not in sympathy with his efforts. His claims of air superiority over the sea led to a confrontation with the U.S. Navy. In July, 1921, in a test bombing of German warships, Mitchell proved his point when his men sank a battleship.

Inevitably, Mitchell's forceful promotion of his ideas led to a clash with the traditional forces. As his opposition grew stronger, Mitchell became more outspoken in his criticism. Finally in September 1925, he charged the administration with neglecting the national defense. He was tried by court-martial and found guilty of insubordination. He resigned from the service on February 1,



1926, but his influence lived on as he carried his case to the people. He continued his work incessantly until his untimely death in February 1936.

Shortly after the completion of the first terminal and through the early 1950s, Mitchell Field experienced growth in the number of flight operations, including the large propeller-driven StratoCruisers and Constellations. Due to congestion at the Layton Avenue terminal building, construction began on a larger terminal facility to be situated on Howell Avenue. On July 19, 1955, at a cost of \$3.2 million, a new three-concourse, two-level structure opened with a capacity of 23 aircraft gates. The airfield then included 1,530 acres of land for runways and taxiways.

Milwaukee entered the jet age in July of 1961 with the arrival of a Northwest Orient Airlines Boeing 720 four-engine jet (similar to a Boeing 707). In 1983, Mitchell Field entered the space age and welcomed Eastern Airlines' "Spirit of Milwaukee," an advanced technology Boeing 757 jet aircraft, which utilized the same computer system as that of the American Space Shuttle.

In the late 1970s, deregulation and continued growth prompted another expansion project. The focus of this project was to renovate the existing terminal building. Today, the \$44 million terminal expansion project is complete. The expanded facility now houses new and larger shops and an enlarged ticketing and baggage claim area.

In keeping with the new appearance of the airport and its increased national recognition, a new name was also appropriate. On June 19, 1986, the Milwaukee County Board of Supervisors officially renamed the airport "General Mitchell International Airport," also reflecting the presence of United States Customs at the airport.

In October of 1989, a new Airport Systems Cargo Complex was opened to provide security and ground support services for cargo carriers. The complex also provides services for loading and unloading freight and houses a vehicle maintenance shop, which provides maintenance for ground support equipment.

With increasing air traffic and growing airline service, Mitchell International needed to expand its gate area. On December 14, 1990, a 16-gate addition to Concourse D opened. The additional 16 gates boost Mitchell International's total number of gates to 42. In addition, a new \$6 million, 425-foot moving walkway was constructed to move passengers swiftly from the Concourse D entrance to the new gate area.

The terminal building at Mitchell International Airport features an aviation "museum" called the "Mitchell Gallery of Flight," created by a non-profit corporation. The organization locates, acquires, preserves and displays artifacts, memorabilia, photographs and artwork representing the contributions of aviation pioneers from

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STATE AVIATION CONFERENCES

GENERAL MITCHELL INT'L AIRPORT CONTINUED
Milwaukee County and Wisconsin.

The Mitchell Gallery administers operation of the gallery primarily through the solicitation of monetary donations in funding the exhibits, maintaining displays and providing informational publications. The museum is open without any admission fee during normal airport hours.

Captain James A. Lovell Exhibit

In July 2009, the Mitchell Gallery opened two new exhibit cases displaying artifacts and photos from the Naval and NASA careers of Captain Jim Lovell. While Captain



James A. Lovell

Lovell is best known for his four Gemini and Apollo spaceflights, he also was a Naval Aviator and test pilot prior to joining NASA. The two displays separately cover Jim Lovell's

Naval Aviator and test pilot service prior to 1962, as well as his NASA career between 1962 and 1973.

Captain Lovell has loaned the Mitchell Gallery numerous items for these displays, including his Navy flight jacket, a NASA flight helmet, various aircraft and spacecraft models, and several items flown on his space missions. Also included are various photos from Captain Lovell's personal collection, as well as from other sources.

For information about supporting the Mitchell Gallery of Flight, refer to <http://www.mitchellgallery.org/join/>.

The director of General Mitchell International Airport is Barry Bateman (www.mitchellairport.com). □

Illinois Aviation Conference To Be Held In Schaumburg

SCHAUMBURG, ILL. – The Illinois Aviation Conference will be held May 18-19, 2010 at the Chicago/Schaumburg Marriott Hotel in Schaumburg, Illinois. The event is cosponsored by the Illinois Aviation Trades Association, Illinois Public Airports Association, and the Illinois Department of Transportation, Division of Aeronautics. Hotel reservations can be made by calling the hotel at (847) 240-0100 (\$139.00). A more compact speaking schedule is planned this year, along with an expanded DOT Awards luncheon, and a hangar party at the Northwest



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Flyers' hangar at Schaumburg Airport (06C). The Illinois Aviation Hall of Fame Banquet will be held May 19. The Schaumburg Airport is located only minutes away from the hotel.

The Illinois Aviation Conference is geared for fixed base operators and airport managers, while the entire aviation community would find the Illinois Aviation Hall of Fame of interest. For additional information call 217-528-5230. □



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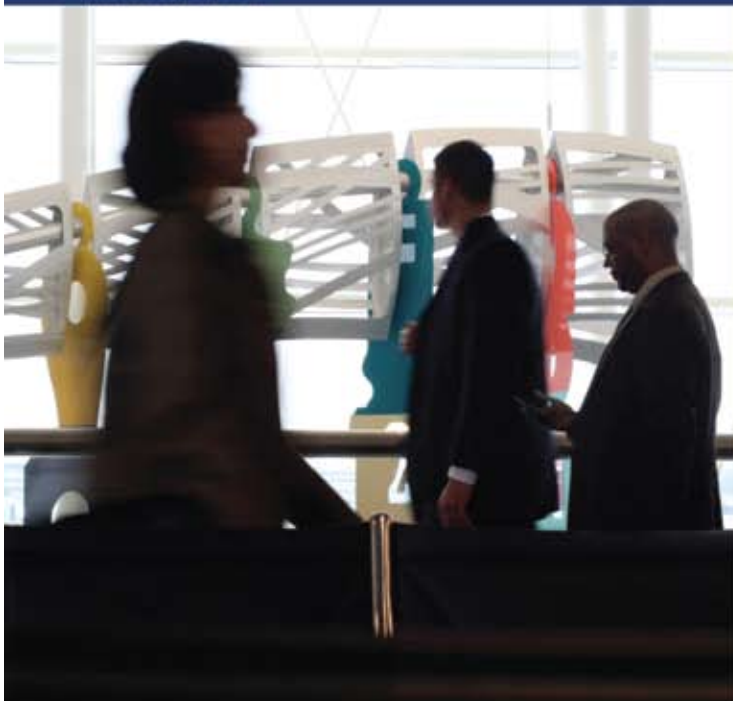


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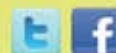
Milwaukee Journal Sentinel, October 31, 2009



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Understanding Your Airport's Carbon Footprint

by Matt Dubbe

Airports are increasingly being asked to reduce their carbon footprint. The specter of federal and state regulation is looming, and airports need to understand what their current impact on the environment is and how to mitigate that in the future. One of the sessions scheduled for the Wisconsin Aviation Conference, May 3-5, 2010, at the Country Springs Inn, Waukesha, Wisconsin, will address this topic. This presentation will include a brief history of how the construction and operation of buildings affects the environment, and discuss what technological strategies can be employed to achieve emissions compliance. Specific case studies will be reviewed.

Definition & Background

Absent widespread consensus in either the corporate,



Airbus A380

public or academic world, the definition of a "carbon footprint" is subject to an ongoing evolution. From Wikipedia, a **carbon footprint** is the "total set of greenhouse gas (GHG) emissions caused by an organization, event or product."

The term carbon footprint is nested within a more global term of "**ecological footprint**" and also of the comprehensive **Life Cycle Assessment** (LCA). An ecological footprint compares the population's consumption of resources and land with the planet's ability to regenerate.

Life cycle analyses evaluate all of the environmental impacts that a product is responsible for over its lifetime.

A carbon footprint can be measured by undertaking a GHG emissions assessment. Once the size of a carbon footprint is known, a strategy can be put in place to reduce it. Reducing carbon footprints through the development of alternative energy projects is a common strategy known as **Carbon Offsetting**.

Humans contribute daily to greenhouse gases in a variety of ways. Electricity creates carbon dioxide through the burning of coal. The main greenhouse gas that is commonly measured is CO₂. Carbon dioxide is roughly about 0.04% of the Earth's atmosphere and it absorbs more infrared radiation than any other of the greenhouse gases.

Transportation & Aviation Industry Impacts

Transportation accounts for 33% of CO₂ emissions in the United States. 98% of atmospheric CO₂ comes from the combustion of fossil fuels according to the Energy Information Association. According to the Encyclopedia of Earth, worldwide fossil fuels used for transportation contribute to over 13% of greenhouse gas emissions. Cars with average fuel efficiency produce nearly 20 pounds of CO₂-eq for every gallon of gasoline burned.

The Intergovernmental Panel on Climate Change (IPCC) estimates that aviation accounts for about 3% of the warming caused by global greenhouse gas emissions. Air transportation has a larger carbon footprint than driving. The average round-trip flight across the U.S. emits about 6,000 lbs of CO₂-eq, and short-haul flights emit more CO₂-eq per mile traveled than medium-to-long-haul flights.

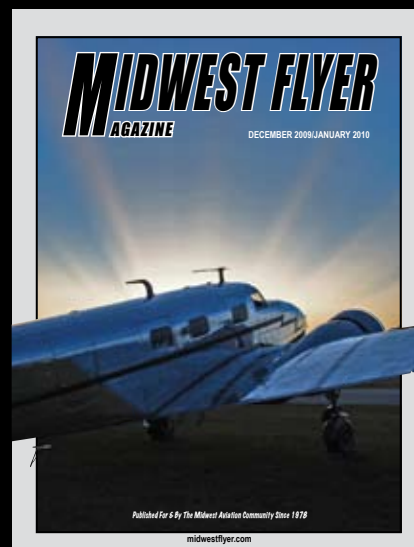
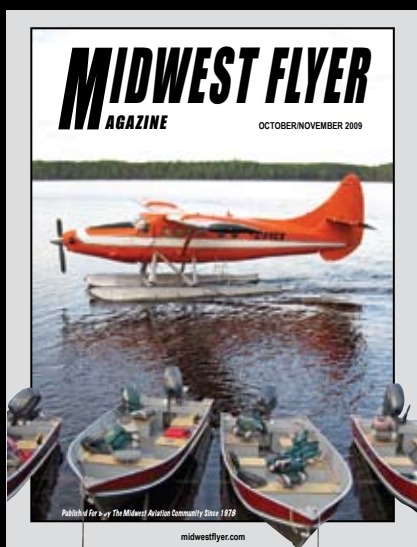
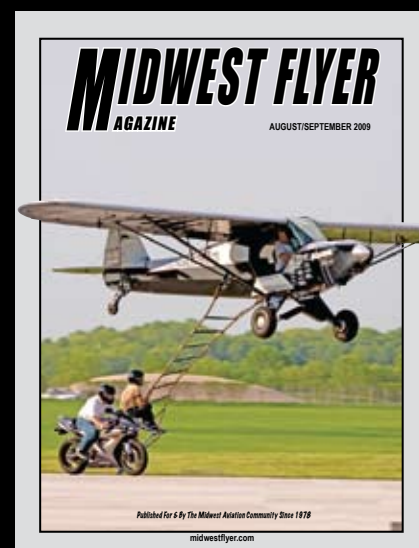
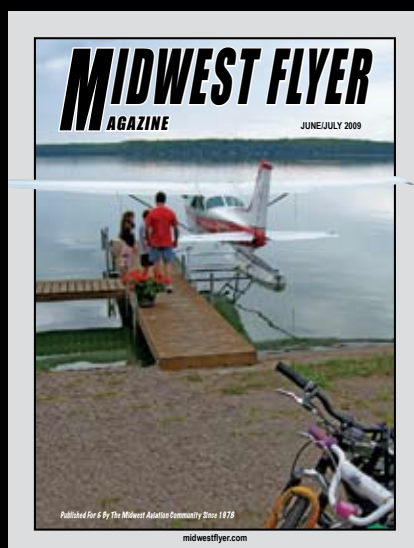
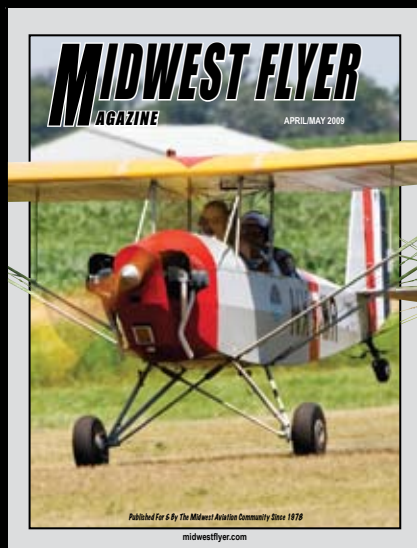
Aircraft emissions produce the majority of industry attributed carbon dioxide, followed by airport facilities, ground service equipment and operations.

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Accounting

In *How Stuff Works*, Sarah Dowdy states “A carbon footprint is simply a figure – usually a monthly or annual total of CO₂ output measured in tons. Web sites with **carbon calculators** turn easy-to-supply information like annual mileage and monthly power usage into a measurable tonnage of carbon. Most people try to reduce their carbon footprint, but others aim to erase it completely. When people attempt **carbon neutrality**, they cut their emissions as much as possible and offset the rest. **Carbon offsets** let you pay to reduce the global greenhouse gas total instead of making radical reductions of your own. When you buy an offset, you fund projects that reduce emissions by restoring forests, updating powerplants and factories or increasing the energy efficiency of buildings and transportation.”

Air Quality Regulation

According to *Reason Magazine*, air quality standards must be set at the level “requisite to protect the public health” with “an adequate margin of safety” and “requisite to protect the public welfare from any known or anticipated adverse effects.” States then must develop implementation plans detailing how they will ensure that local air quality meets the standard before a deadline. These plans must include more stringent facility permitting requirements and whatever other measures are necessary to ensure the target is met, including regulation of automobile use. States that fail to comply, risk sanctions – including loss of funds

and direct imposition of even stricter rules.

Moving Forward

The International Air Transport Association (IATA) has pledged a commitment to cap aviation emissions by 2020. Technological advances are being relied on to be the primary driver. Engine manufacturers have been working on biofuels for jets. The testing and approval process is underway and early results are very encouraging. Large-scale production will undoubtedly be the short-term roadblock.

The U.S. air traffic control navigational system is aging. Next-Gen’s satellite-based system is gaining funding support, but is still years away from full implementation. Using what it calls a “four pillar strategy,” which features investing in technology, flying planes more effectively, building efficient infrastructure, and using positive economic measures, IATA is eyeing a carbon-neutral future.

The proposed **metrics** are:

- To reduce net carbon dioxide emissions by 50% by 2050 compared with 2005 levels.
- To make all industry growth carbon-neutral by 2020.
- To cut carbon dioxide emissions by 1.5% per year over the next decade.
- To submit plans for joining a global carbon trading scheme to the United Nations by November 2010.

Their plan suggests a cap-and-trade scheme for the airline sector, requiring airlines from all countries to have permits that cover their emissions. In typical cap-and-trade policies,

airlines that have excess credits could sell them to others. Airlines would also be allowed to buy credits from international carbon markets, such as the European Union’s Emission Trading Scheme.

Conclusion

A footprint is a telling indicator of where we came from and where we are headed. The size of that footprint reveals much about that which left it. From an aviation industry perspective, the concept of “leave no trace” is presently not obtainable. Yet, new technologies, enhanced efficiencies and the ability to quantify the impact, are allowing the industry to best insulate itself from energy fluctuations, labor shortages and regulatory compliance. Embracing this approach allows airports to take a leadership position in mitigating climate change.

EDITOR’S NOTE:

Matt Dubbe, AIA, LEED AP, NCARB is an architect with 25 years of professional experience in multiple project types with a concentration on implementing efficient green building and site development solutions within the aviation industry. Dubbe has completed projects throughout the United States that are recognized for their regional, environmental and contextual excellence.

Mead & Hunt is an employee-owned, privately held corporation consistently listed by *Engineering News Record* magazine as a top 300 architectural and engineering firm. The company has nearly tripled in size in the past 10 years. Offices are located in 10 states (www.meadhunt.com). □



Iowa Aviation Conference To Be Held In West Des Moines

WEST DES MOINES, IOWA – The Iowa Aviation Conference will be held April 21-22, 2010, at the Sheraton West Des Moines Hotel.

For additional conference information, call 515-727-0667, or visit www.iowairports.org. □



Duluth International Airport Hosts Minnesota Airports Conference

Duluth International Airport is the host airport for the 2010 Minnesota Airports Conference, April 14-16 at the Duluth Entertainment & Convention Center. For additional information, contact Judy Meyers at

honor and responsibility. It is an opportunity for the airport to showcase its facilities to other airport managers and commission members from around the state, and to bring attention to aviation to the local community.



In 1931, Northwest Airways began providing airmail and passenger service from the Duluth Boat Club, using a Sikorsky S-38 amphibian.

BELOW PHOTO: Thomas McGoe, "The Birdman," made the first flight in Duluth at Athletic Park in a Curtiss Pusher.



the Minnesota DOT Office of Aeronautics: 800-657-3922 (Judy.Meyers@dot.state.mn.us).

Being asked to be the "host airport" for the Minnesota Airports Conference, which is sponsored by the Minnesota Council of Airports and the Minnesota Department of Transportation Office of Aeronautics, is a tremendous

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The history of aviation in Duluth, Minnesota, dates as far back as the early 1900s when Thomas McGoey, "The Birdman," flying a Curtiss Pusher, made the first flight in Duluth at Athletic Park. In 1913, Julius Barnes purchased a Benoist Seaplane, which he named the "Lark of Duluth" for a carnival in Duluth. The Lark became the world's first commercial airline in Florida the same year. On September 13th and 14th, 1930, the original Duluth airport was born. The field was officially dedicated and named the Williamson-Johnson Municipal Airport after Harvey Francis Williamson, Jr., who was a local pioneer of commercial aviation, and Lt Conrad Gilbert Johnson, who was Duluth's first aviator to be killed in World War I.

In 1931, Northwest Airways began providing airmail and passenger service from the Duluth Boat Club.



In 1940, Northwest Airlines began the first regularly scheduled air service to Duluth using Lockheed twin-engine Ultras.

A Sikorsky S-38 amphibian, took off from the bay after passengers were rowed to the aircraft. In 1940, Northwest Airlines began the first regularly scheduled air service to Duluth using Lockheed twin-engine Ultras. A large investment was made in 1951 when Williamson-Johnson Airport received one of the most modern

control towers in the country. In that same year, the U.S. Air Force opened an interceptor base at the airport. The Williamson-Johnson Municipal Airport was renamed the Duluth International Airport in 1961. The current airport terminal was built and dedicated in 1974. Twenty years later, Cirrus Design Corporation located their world headquarters at the Duluth International Airport and began designing, manufacturing and selling one of the most popular single-engine piston planes in the world. In 2009, the official ground breaking for Phase 1 of the new terminal was held. The \$65 million project will include a new passenger terminal, aircraft apron, entrance roadway and vehicle parking areas. The building will be LEED-certified and meet Department of Homeland Security and FAA requirements.

Duluth International Airport, located only 10 minutes from downtown Duluth, Minnesota, and 15 minutes from Superior, Wisconsin, serves 350,000 passengers annually which makes it the region's largest airport. With daily passenger service by three major carriers, Duluth International provides excellent connections to hundreds of domestic and international destinations. Delta Airlines provides seven daily nonstop flights to Minneapolis/St. Paul International Airport and two daily nonstop flights to Detroit. United Airlines provides twice daily nonstop flights to Chicago, and low-cost carrier Allegiant Air offers



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twice weekly nonstop flights to Las Vegas and Orlando. The airport has a 24-hour FAA control tower, two runways, including one of the longest runways in Minnesota at 10,152 feet, and a Cat II instrument approach system. Air cargo carriers include Federal Express, United Parcel Service and Delta Airlines. Other services available at the airport include 24-hour U.S. Customs and Border Protection.

Nestled between Lake Superior's white sand beaches and the calm scenic waters of the Duluth Harbor is "Sky Harbor Airport" on Minnesota Point. Sky Harbor Airport was founded in 1946 by Jack Brockway and William Neukom. Sky Harbor is one of only four airports in Minnesota that has a hard-surface airport and a seaplane base. Sky Harbor Airport is the only dual use airport in the state that is also an international airport. The airport serves a mix of aircraft with 24-hour facilities including a seaplane ramp and tug, parking, hangars, self-serve aircraft fueling, and U.S. Customs and Border Protection. Sky Harbor Airport has two private businesses located on the field: Jonathan Aero and Hangar 10 Aero. Jonathan Aero provides a full range of aircraft maintenance including annual inspections and float changes. Hangar 10 Aero is an aviation business that sells Poly-Fiber Products, Rans Aircraft kits, and Hatz Bantam aircraft plans. Hangar 10 is also the home of the Duluth Aviation Institute. Sky Harbor is also a base for scenic helicopter and seaplane tours during the summer and fall months.

Duluth International Airport is proud to be the home of the 148th Fighter Wing of the Minnesota Air National Guard. The 148th Fighter Wing stands on 24-hour alert with a fleet of the newest F-16 block 50 aircraft. They are currently recognized as the best fighter unit in the world, as demonstrated by the award of the 2009 Airforce Raytheon Trophy. The 148th Fighter Wing is an integral part of our aviation sector, which provides national defense through deployments worldwide, education, and advanced training opportunities in aviation.

Duluth International's fixed base operator, Monaco Air Duluth, provides full-service facilities, consisting of 24-hour fueling, certified aircraft maintenance, line services and heated hangar storage and above and below-wing airline services. The company has achieved the ultimate in customer service, comfort and convenience for pilots, crew and passengers. Monaco's successful marketing of Duluth as an international tech stop has resulted in a tremendous increase in large corporate aircraft stopping at Duluth to clear customs and purchase fuel as they transition between Europe and the U.S. West Coast.

Cirrus Design Corporation's headquarters is also located at Duluth International Airport. Cirrus is one of the largest single-engine piston aircraft manufacturers in the world. The company currently manufactures the SR20 and SR22 aircraft, with deliveries worldwide. Cirrus is testing their prototype of the personal jet, the "Vision." The Vision will

be Cirrus' entry into the very light jet (VLJ) market with an affordable, easy-to-fly jet. As the largest manufacturing company in Duluth, Cirrus Design has a tremendous economic impact not only in the twin ports, but statewide and regionally.

Lake Superior College's Minnesota Center for Advanced Aviation provides a venue for students to learn to fly, professionally, as well as recreationally.

Northstar Aerospace, SCS Aircraft Interiors, Hydro Solutions, Greystar Electronics Inc., and American Precision Avionics are all companies located at Duluth.

Northstar Aerospace, located in the Duluth Airpark, produces precision-machined components, including aircraft seats, parts and assemblies for the aerospace industry. The company works with a number of major airplane manufacturers, such as Cirrus, Eclipse and Adams Aircraft. Northstar has quickly developed a reputation for one of the finest aircraft precision parts manufacturers in the world.

The Duluth Airshow is held about every other year. This year the show will feature the U.S. Air Force Thunderbirds. The dates are July 17-18.

The Duluth Aviation Sector generates over \$1.3 billion in annual economic impact and accounts for over 4,400 jobs throughout the region. □



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Engineering Firm Earns Award For LED Lighting Upgrade At Wisconsin Airport

Clark Dietz, Inc. has been selected for the American Council of Engineering Companies (ACEC) WI 2010 "Best of State" Engineering Excellence Award in the Energy category for providing LED lighting design to the Lakeland Airport/Noble F. Lee Memorial Field in Arbor Vitae, Wisconsin.

Clark Dietz, Inc. was a subconsultant to Becher-Hoppe Associates providing design and construction phase services on an improvement project at the airport when the electrical engineer, Mark Porlier, observed that high wattage flood lights were used in highly concentrated areas resulting in inefficient lighting, high energy consumption, and uncomfortable glare. This type of lighting was typical when the airport originally installed the system, but with innovative design applications, the airport could save energy and money. Porlier recommended the airport replace the high intensity discharge (HID) lighting with light emitting diode (LED) lighting at the entrance roadway, parking lot, fueling station, apron, and terminal building.


Working with the airport owner, Becher-Hoppe Associates, and Wisconsin Focus on Energy, the project became the "first in State" for custom outdoor lighting incentives offered through Wisconsin Focus on Energy. Upon project completion, this design actually illuminated a larger area while reducing the overall lighting system wattage of the original system. The new LED technology offers an "instant on" benefit to the traditional delayed warm-up time of 10 to 15 minutes for HID lighting. Additionally, the outdoor rated motion sensors automatically turn off fixtures of unoccupied areas for further energy savings. Based on the estimated 75% unoccupied periods (from dusk to dawn), it is projected this project will reduce energy consumption by 83%.

This project also offers an incredible benefit to the environment. LED lights are a more environmentally friendly technology as they don't contain mercury and their lamp life is rated at approximately 20 years vs. the traditional 4-5 years of an HID lamp. By utilizing LED technology, the airport is preserving the earth's resources by reducing hazardous waste from our landfills, reducing energy consumption, and minimizing light pollution. □


NextGen Advocates Push For Chicago

CHICAGO, ILL. – Community leaders in Chicago visited O'Hare International Airport in January for a primer on the importance of NextGen. Rep. Dan Lipinski, D-Ill., helped make the case that new construction can only go so far in

reducing delays as long as the airport is hampered by an antiquated air-traffic control system. Later this year, Chicago airports are due to implement several stopgap measures dubbed NowGen, but experts say only a full NextGen rollout will avoid gridlock as U.S. air travel climbs to an estimated 1 billion passengers annually by 2025. (*Chicago Tribune*) □



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GA Airport Funding In Iowa

KEOKUK, IOWA – The Iowa Legislature may feel that trimming \$750,000 from the state budget by cutting funds for the state's 108 general aviation airports may seem like a good way to save cash without having much impact on Iowans as a whole, because the majority of the population fly on the airlines, and not general aviation aircraft. But to general aviation airports and their users, it can have a major impact.

Greg Gobble, the Keokuk, Iowa airport manager, sees the airport as another economic engine for the town, and the state funding a much-needed stimulus for the region. Fortunately, Gobble's concerns are being heard in Des Moines.

Rep. Dennis Cohoon, D-Burlington, heads the Transportation, Infrastructure and Capitals Appropriations Subcommittee, which will be taking a look at funding for general aviation airports.

As of mid-February, Cohoon said the plan was to put some, if not all, of the \$750,000 – the amount appropriated in fiscal year 2010 – back into the general aviation vertical infrastructure fund. Others are less optimistic.

The cuts will not effect the state's eight commercial airports, as they have a separate fund that was left in tact in the governor's budget proposal. □

NOTAMS For Minneapolis Flying Cloud Airport

MINNEAPOLIS, MINN. – Pilots should be aware of numerous recent changes at Minneapolis-Flying Cloud Airport (FCM). These include:

The FCM tower frequency is now 119.15. The FCM CTAF is also 119.15.

Runway 10R-28L is now 5,000 feet long.

The FCM VOR frequency is now 117.7.

The FCM VOR has been relocated .5 NM east of its old location.

The VOR magnetic variation is 1° east.

The values of the FCM VOR radials that depict portions of the MSP Class B Airspace have been revised.

The Class B Airspace itself is not modified; only the radial values are revised to align with the existing Class B boundaries (see NOTAMS). FAA

Aeronautical Charts will be updated upon the publication of the next edition.

Pilots are also cautioned to be alert for traffic on Taxiway A when exiting Runway 10L-28R to the north due to the proximity of the hold-short lines to the centerline of Taxiway A.

Verify all information with the Federal Aviation Administration prior to flight to or from FCM. □





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SPORT PILOT – LIGHT SPORT AIRCRAFT



Light Sport Aircraft Showcased At Mall of America

by Kim Frizzell

LAKEVILLE, MINN. – The light sport aircraft company, LSA North, at Airlake Airport (KLVN) in Lakeville, Minnesota, began in December 2005 with the hopes of bringing the newly created light sport aircraft category to the upper Midwest. The original owners sought out five of the leading light sport aircraft manufacturers and found the “Flight Design CT” to be the clear winner. A dealership at Airlake Airport (KLVN) has a staff trained by Flight Design and Rotax to enable newly imported CTs to be FAA certified and delivered to their new owners. Within one year, the dealership graduated to a five-state distributorship managing three dealerships.

The response to the Flight Design CT was overwhelming at first, with orders coming faster than production lines could support. Supply demands for the aircraft were met for U.S. customers by the fall of 2006. Part of the success of Flight Design in the U.S. is its ability to meet demand, allowing CTs to become the largest population of light sport aircraft with



A Flight Design CT on display at Mall of America.

over 300 delivered to date.

It was clear from the beginning that there would be a demand for pilot training for the new Sport Pilot Certificate. The existing flight school was approached and declined to add

the new certificate to its training syllabus. Desiring to provide quality sport pilot training, LSA North employed the services of Minnesota's first certificated light sport pilot, Chris Melton. Melton became chief instructor for the new flight school, which quickly got busy.

By the fall of 2007, the new training center joined with Stick-N-Rudder Flight Training to develop a comprehensive training program from sport pilot through advanced ratings. The first winter ground school boasted an enrollment of 25 students. Currently, expansion of the training program is being considered to a nearby facility.

In December 2009, the Flight Design CT became the first aircraft ever to be displayed inside the “Mall

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of America” in Bloomington, Minnesota. The display was done in coordination with Boy Scouts of America offering opportunities for Scouting and the public to be involved in aviation. LSA North also used the opportunity to hand the keys of the aircraft over to its new owner, Mark Steinmetz of Milwaukee, Wisconsin.

In the tough economic climate today, and particularly

FAA Revision To Sport Pilot Rule Mostly Favorable

WASHINGTON – The FAA’s long-awaited revisions to the five-year-old Sport Pilot/Light-Sport Aircraft Rule were published February 1 in the *Federal Register*. With the changes sport pilots will be allowed to fly higher and safer in mountainous regions, find it easier to gain towered airport experience in a powered parachute or weight-shift-control aircraft, and Special Light Sport Aircraft (S-LSA) can be used at Part 141 flight schools which will likely reduce training costs for all student pilots. Additionally,

the aviation industry, the light sport aircraft market offers the growth where it needed, making flight approachable and accessible to more people than otherwise possible.

For additional information on the Flight Design CT and LSA North, call 612-799-6708 to schedule a demonstration flight. For flight training, contact Stick-N-Rudder at 612-386-1120 (www.lsanorth.com). □

a key change to the aircraft maintenance rules will allow Experimental Light Sport Aircraft (E-LSA) owners whose aircraft were originally certified as an S-LSA to perform their own maintenance.

EAA and NAFI jointly submitted comments to the FAA’s 22 proposed changes and after reviewing more than 150 public comments, the FAA withdrew eight proposals and agreed fully or in part with EAA/NAFI recommendations on 10 others. The revisions went into effect on April 2, 2010 (www.eaa.org). □

Cessna Delivers 9,000th Independence-Produced Single-Engine Piston

AIRCRAFT

WICHITA, KAN. – Cessna Aircraft Company, a Textron Inc. (NYSE: TXT) company, has announced that it has delivered the 9,000th Independence, Kansas-produced single-engine piston aircraft.

Cessna customer Rob Logozio took delivery of this milestone aircraft, a 182T Skylane, during a small ceremony at Cessna’s Independence facility. Logozio purchased his 2010 Skylane from Cessna Sales Team Authorized Sales Representative, Panorama Flight Service, Inc., located in White Plains, N.Y., at the Westchester County Airport.

The first Independence-produced single-engine piston came off the line in November 1996 following Cessna’s 10-year hiatus from producing single-engine piston aircraft. Cessna had ceased production in the mid-1980s due to

rising liability costs and resumed production after the 1994 passage of the U.S. General Aviation Revitalization Act.

In total, Cessna has produced more than 154,000 single-engine pistons since the company’s founding in 1927. □

HondaJet Engine Passes Interim Certification Hurdles

EVENDALE, OHIO – GE reports that its GE Honda HF120 turbofan engine has “flown” as high as 46,000 ft. (14,000m) in the company’s altitude test facility in Evendale, Ohio. Technicians successfully completed windmill and starter-assisted air-starts of the first test version of the 2,050 lb-thrust (9.1kN) turbofan, which will power the HondaJet and the Spectrum Freedom.

A second HF120 development engine is undergoing Federal Aviation Administration certification testing at GE’s Peebles test facility in Ohio, where it successfully underwent fan operability surge and stall testing with crosswinds in mid-February.

The HF120 is expected to weigh less than 180 kg (400 lb) and have 5,000 hours time between overhauls. □



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The Cessna Pilots Society... Different Objectives Than Other Aircraft Owner Groups

by Jeffrey B. Chipetine

2010 will have the Cessna Pilots Society (CPS) celebrating a fourth anniversary. Formed and having evolved to fill a unique niche with a unique product, the Cessna Pilots Society has enjoyed substantial growth and participation, and a membership role of over 1400. There are currently four (4) owner groups for Cessna aircraft owners, and additional groups for each "model" of Cessna aircraft, as there are for most aircraft.

What makes CPS different



Robbie Culver

members.

Cessna Pilots Society members meet and exchange ideas/conversation via an electronic board forum, which is active 24/7/365. Participation is granted to applicants via a private application process, which usually takes a few days for approval. Membership applications are carefully vetted to keep out spammers.

Participation rules are

and unique from other owner organizations?

The Cessna Pilots Society is a "no-charge," collective/collaborative effort of volunteers.

Combining learning, counsel, leadership, directive, and fun, CPS membership offers the opportunity for like-minded participants to be part of a small-group effort to enhance the overall aviation experience, a more intimate setting for the exchange of ideas than is usually available elsewhere. CPS allows for the exploration of the beauty of flight, the viscera of good operating principles, and actively promotes the kind of fellowship that embraces the

few, but important. Real names are required, no anonymous postings permitted, and there is a firm policy against discussing non-aviation politics. Postings are monitored for compliance with rules of basic civility, and the few rules set forward seem to work well keeping the dialogue flowing freely, without the ego-stroking that is rife throughout most other aviation forums. There is no tolerance for know-it-all contributors, or those that intentionally make attempt to undermine the group's objective.

Recognizing the importance of properly shepherding those that are new to aviation with a non-



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intimidating area for discussions, CPS has emplaced a dedicated section especially targeted for “student pilot” and “new owner –type” of questions. In that area, all replies are qualified with the pedigree of the responder, and it is stated openly that there is no such thing as an ignorant question. The directors and membership of CPS feel that this “refuge” for new inductees will be seen as being without barriers or the need to consider appearances.

CPS hosts several local, and one national/international fly-in each year. Their yearly national/international fly-in (scheduled June 23-27, 2010) is organized with a very conscious effort made to appeal to both the non-pilot family members, as well as the principal operators of the airplane. It has been this attention to make the gathering an opportunity to be a family-oriented event that seems to have truly driven participation, and the enjoyment for all. While pilots and owners are often very absorbed in the viscera of flight, this group has seemingly connected with the touchstone of a true enjoyment of aviation, the ability to have family and friends wanting to take part in the aviation experience. In what is something of a pleasant surprise, a non-pilot spouse will contribute a point of view on their forum boards, and in so doing, lend both perspective and balance, while making their voices heard. This is a most refreshing perspective and offers a unique method by which an aviator’s family may also feel warmly welcomed, and valued.

Since CPS is not for profit, and non-competitive with the traditional aviation membership groups, most participants maintain a membership in AOPA and EAA, and many also maintain a relationship with specific type/aircraft model clubs (i.e. Cessna 150/152, Cessna 172/182).

While CPS started out as “Cessna-centric,” the organization does in fact welcome airman and owners of all kinds and types of aircraft.

A review of Cessna Pilots Society membership reveals a deeply diverse knowledge base including operators of everything from props to turbojets, helicopters and gliders, A/P mechanics and IAs, CFIs and CFIs, recreational and professional pilots, ATC and long-term industry employees and retirees, active and former military pilots, and all manner of aviation enthusiasts. As with most aviation groups, there is a wide variety of non-aviation talents latent within the membership, and the intellects behind those talents are often quite evident in the precision with which a wide diversity of subjects are discussed.

Working softly within the Cessna Pilots Society are individuals who use their skills and aircraft for the benefit of others. American names (that reveal the melting pot from which the strength of our country lies) like Emison, Velez, Abrams, and Kalwishky have hundreds of “Angel Flights” to their credit. More names like Mazingo, Jenkins, and Cartier have performed work on behalf of our American veterans. Well over 700 rescued animals now enjoy a home absent of hunger and abuse by means of names like

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ORGANIZATIONS

Wehrenberg, Sprang, Wright, Latta, Chipley, and more still. Quietly residing within CPS are sponsors of youth group homes, those helping with the fight against cancers, some that picked up a tool-belt and help developing nations build a bridge, and some that picked up and went to

Haiti to help with the post-earthquake rescue effort. One constant that resonates throughout the group is the recognition of each individual's place in society, and their role as ambassadors for General Aviation.

For additional information, contact organizers through the CPS website:

www.cessna-pilots.net.

EDITOR'S NOTE: Jeffrey B. Chipetine resides in New Hyde Park, New York, and owns a Cessna R182, which he flies approximately 225 hours per year. Chipetine only came along to CPS a couple of years ago, and volunteered to serve on its seven-member board of directors. □

Airmarking Continues Through Minnesota Ninety-Nines

by Karen Workman

If all of the pilots in the country were gathered in a room, six out of 100 would be women. Yes, just six out of 100. Those six would likely enjoy the company of all of the other pilots near them (who among us doesn't want to talk about airplanes and flying?), but would also appreciate the unique camaraderie they



Members of the Minnesota Chapter 99s.

share with other women pilots. For that reason, The Ninety-Nines, Inc. was formed in 1929 by 99 women pilots who responded to a request to organize. Their purpose was to provide mutual support for women pilots and advancement of aviation. Amelia Earhart was the first president of this group who acknowledged that among other things, we fly "for the fun of it!"

The Minnesota Chapter 99s was established in 1949. It is a local chapter of the larger international

organization. The Minnesota Chapter 99s is attracting new, younger women while maintaining strong relationships with their older, experienced member base. Together, they share a special friendship and promote aviation in several ways.

Compass Rose

Painting a compass rose is one kind of "airmarking" for which the 99s are known. Airmarking is a tradition that began in 1933, a time when air routes and radios were not common. The 99s, with government funding, painted the name of the nearest town on rooftops across the country. During World War II, however, the 99s blacked out all of their painted work as they were navigation aids that could also have been used by the enemy.

After the war, the 99s replaced their airmarking and continue to this day painting compass roses and city names at airports across the nation to help pilots find their way.

The Minnesota Chapter 99s designed and painted a beautiful new

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blue and white compass rose on the blacktop at Hutchinson and Maple Lake airports in 2009, and have plans to do more in 2010. Depending on the number of hands helping, the process can take six or more hours of muscle cramping work for each compass rose. Often, husbands of the 99s, called "49-1/2s," will pitch in, and despite the effort, it is fun and everyone has a good time. Most importantly, though, the improvement to the airport can last for years.

Helping Hands

The Ninety Nines have a long history of helping not only each other by offering a variety of scholarships, but they are involved in their local communities as well. For many years, blood banks depended on the women pilots for transporting plasma and the American Cancer Society appreciated their help with daffodil sales and deliveries. For the past few years, the Minnesota Ninety Nines have



Painting a compass rose at Sauk Centre, Minnesota.

Irene Lev

assisted with the Tree of Hope, a statewide toy collection organization whose purpose is to ease the anxiety of children in Minnesota hospitals during the holiday season.

Getting Involved

The Minnesota Chapter 99s hold quarterly meetings and plan monthly fly-outs to airports around the state and to neighboring states. Women interested in joining this exciting group of pilots can visit <http://www.minnesota99s.org> or contact Elaine Morrow at 952-955-2802. For more information about the International Ninety Nines, go to www.ninety-nines.org.

WASP Liz Strofus will be the guest speaker at the June meeting of the Minnesota 99s at Flying Cloud Airport, Eden Prairie, Minnesota. (www.minnesota99s.org)

EDITOR'S NOTE: Karen Workman is an instrument rated private pilot living in Minnesota with her husband who is also a pilot. □

31st Annual Minnesota Seaplane Pilots Safety Seminar



BAXTER, MINN. – The Minnesota Seaplane Pilots Association, in cooperation with the Minnesota Department of Transportation and the Federal Aviation Administration, will sponsor the 31st Annual Minnesota Seaplane Pilots Safety Seminar, May 7-9, 2010, at Maddens on Gull Lake in Baxter, Minnesota. Pilots have the option of flying into Gull Lake, landing at nearby East Gull Lake Airport (9Y2) (Rwy 13/31, 2168 ft., turf) or Brainerd Lakes Regional Airport (BRD) (Rwys 5/23 6,500 ft; 12/30 4,080 ft., paved), or driving.

For more information on flying into Madden's on Gull Lake, contact Ben Thuringer at ben@maddens.com, or call 800/642-5363.

For information on participant registration, program functions, exhibiting and sponsorship opportunities, contact Sara Wiplinger at 651-324-4449 (swiplinger@comcast.net). To register, contact Judy Meyers at the Minnesota Office of Aeronautics at 800-657-3922. □



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South Haven

by Robbie Culver

If you're looking for an easy overnight trip, and want to fly there, Michigan has lots to offer. There are numerous small havens and port towns along the shoreline within easy reach of most areas of the Midwest, and many offer great scenery, fantastic places to stay, and wonderful small airports to fly into. Recently, my wife Brenda and I took such a trip to South Haven, Michigan – an easy one hour and fifteen minute flight from our home base of Waukegan, Ill. (KUGN). Luckily, we were able to go down the Chicago lakeshore early in the day, before any baseball games made us route further out over the lake, or take the western route around O'Hare Class Bravo.

South Haven is located right on the Lake Michigan shoreline, almost

directly across from Waukegan.

Common sense and established family rules dictate the trip in a single engine airplane be flown around, not across, the lake. We took our trip in mid-June, to celebrate our wedding anniversary and have our first overnight vacation from our son, Joshua. South Haven is perfect for such a trip – close enough to be an easy flight (or drive if weather requires), yet far enough to feel “away” from it all.

The airport has two runways – one hard surface and one grass – and an instrument approach. Fuel was reasonable, and tie-downs are free with a fuel purchase. The FBO is a beautiful modern facility, with all the amenities one could ask for – but call ahead so you know how to get in if no one is around.

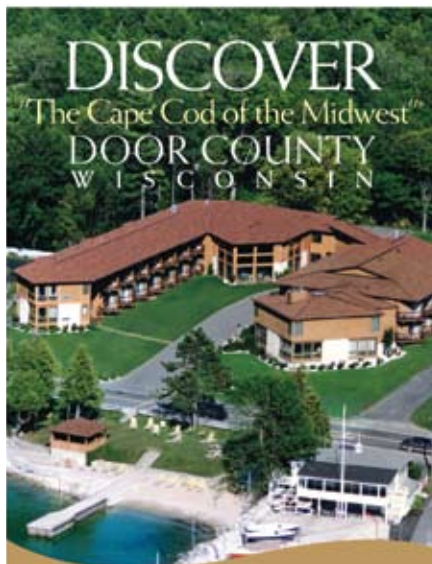
Oddly enough, the door to the ramp had a keypad lock on it with a very odd combination required to get in (none of the usual CTAF frequency codes often used at small FBOs).

The airport is about 4 miles from town, so a cab was in order – but it wasn't the best experience coming or going. Definitely a small town cab company. Our cab never showed up, so we bummed a ride into town with one of the FBO employees. That just added to the experience and it all worked out in the end! When we did get a cab for our departure, the driver got lost and I had to help him find the airport. Oh well.

Once in town, everything you need is an easy walk – no need to rent a car unless you are staying a while or don't feel up to some walking. We hopped out downtown, and stopped right away to have lunch at a small local diner called Captain Nemo's. Following lunch, we set out to walk to the place where I had made reservations for the night, which was less than a mile away. We took our time and still got there in 15 minutes. It's a small town and very accommodating to pedestrians.

We scheduled our trip to arrive on a Thursday afternoon and depart the next afternoon with a night in one of South Haven's famous bed and breakfast (B&B) inns. Following a day trip to South Haven last fall, I had done some homework, and chosen “The Last Resort” for our lodging. “The Last Resort” is an old, original inn built in 1883 that stood empty and abandoned years before the current owners bought and refurbished it almost 30 years ago.

It was the first bed and breakfast to open in South Haven, and sparked a renaissance of sorts with many more such vacation spots to follow. Today there are a multitude of B&Bs and motels to choose from in every imaginable price range and decor. I'd recommend “The Last Resort” to anyone wanting a charming and somewhat quirky place to stay – but if you have special needs, physical challenges, or expect to be waited on,



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you'd do better to choose somewhere else.

South Haven is home to a beautiful harbor and beach, so the town rather wraps itself around the marina. A lovely drawbridge spans the river that leads to the lake, and once we crossed over it was easy to find the B&B. When we walked up, I knew right away I had chosen well – the place had that rustic friendly feel to it, and it was a half block off the beach on a tree-lined residential street. Beautiful gardens and fountains surround the house. Inside, the 1800's quirky charm exhibited itself in narrow stairs with a 4-way landing, and small cozy rooms in every direction. It was easy to imagine the history and all the occupants as we explored.

Our room was amazing – a tiny bathroom, a hot tub for two, and a huge comfy bed didn't seem to crowd the room. The floor had a kind of wavy rolling feel to it – and the walls were tastefully decorated, as was the rest of the house. Out the window, we could see the gardens below and across the street we could see Lake Michigan. What struck us immediately was how quiet it was. One reason I chose a weekday for our visit was to avoid the raucous weekend crowds – and that idea paid off handsomely. No booming car stereos, no loud parties. Just birds and the wind. Awesome.


And romance? Well, let's just say there's not much more we could have asked for in an anniversary trip. The

B&B was just empty enough (we saw two other couples aside from the owners) that we felt as if we had it to ourselves. Sitting on the front porch in the shade, it was easy to forget about the world and just relax. Wonderfully refreshing, with a gentle lake breeze blowing, and temperatures in the 70's under perfectly clear skies.

After we relaxed a while, we walked down to the beach and explored the pristine shoreline before ambling along the marina and back down into town where we eventually ate a nice quiet dinner at York's Landing. Literally the entire tourist district (which notably did not look or feel like a tourist district!) was close enough to walk through in under 20 minutes from the B&B. The entire experience was just one of relaxed, comfortable, quiet ease. Just what the doctor ordered. Breakfast on Friday morning was a delicious treat, and definitely wrapped up the stay perfectly.

The best part of the entire experience was just that – the quiet and slow pace of South Haven. For a touristy lakefront town, this place got it right. You can go party in the bars if you choose to, but there's also lots of other choices and places to eat or shop.

There are endless places to stay in Michigan, from the southern shores of Lake Michigan to Mackinac Island up north, and everywhere in between. We chose South Haven for its proximity to the lake, and the easy

flight over from Waukegan. If you choose to go, call ahead as the B&Bs and motels both fill up fast in the summer months. Prices vary widely, but you should find something to fit almost any budget and taste. Expect that you may have to wait a while if you catch a cab, as this is definitely not downtown Chicago – but then that was the whole point of going... 

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Dust Off Those Pilot Operating Handbooks

by Jeff Taylor

Aviation Consultant, WisDOT Bureau of Aeronautics

Sometimes, reading a “hard copy” flyer or booklet is still the most practical way to learn important information. But how many people actually sit down and read through their car’s operating manual? Probably not that many. After all, you can just get in, buckle up, turn the key, look around carefully, and you’re on your way. For many car owners, the only time they look at their owner’s manual is to figure out the stereo system or set the clock. Besides, if you ever really need to study your vehicle’s manual, you can just pull over to the side of the road, grab the manual and do a little studying.

In the world of aviation, things are different. The Pilot Operating Handbook (POH) is your comprehensive guide to your aircraft. There’s no way to simply “pull over” and study the manual when you’re flying. So it’s imperative to become familiar with your handbook and understand the operating limitations of your aircraft before you take to the air.

Unless you are the sole user of an aircraft, it’s a good idea to acquire your own personal copy of the POH for the aircraft you fly. By regulation, a copy must be kept in the aircraft, so taking the aircraft’s POH home is ill advised.



Jeff Taylor

Having another copy at home will allow you to study at your leisure.

The Pilot Operating Handbook is full of important information including the aircraft’s limitations, normal operating procedures, emergency procedures, performance data, checklists, weight and balance information, and descriptions of the aircraft’s systems. The *weight and balance* of your aircraft is very important.

For the aircraft to fly the way it was designed, the weight of the aircraft must be within limits. The POH will not only tell you the minimum and maximum permissible weights; it also specifies the limits for the location of the center of gravity, both forward and aft.

Could you pass a pre-solo written exam for your aircraft? For about the last 10 years, all student pilots must pass a knowledge test before they solo. The test must include questions about the regulations, airspace and airport procedures, and most importantly, “*flight characteristics and operating limitations for the make and model of the aircraft to be flown.*” Where do student pilots find this information? In the POH.

I recently gave a quiz to a group of experienced pilots with questions taken from a pre-solo test. Like most pilots, they want to learn and be challenged, but their initial reaction was disappointment with the “simple” questions. Their mood soon changed to frustration as they struggled to remember basic information about their aircraft. To me, it illustrates the importance of reviewing the POH to learn information that can be critical to a safe flight. □

Tami Weaver – Financial Specialist WisDOT Bureau of Aeronautics

Tami Weaver joined the Wisconsin Department of Transportation Bureau of Aeronautics in October of 1996 as an LTE to assist with aircraft registration. In October 1998, she accepted a permanent full-time position with the bureau as an Office Operations Associate and recently accepted a promotion as a Financial Specialist.

Her role with the bureau involves



Tami Weaver

setting up consultant and construction contracts and processing change orders and payments. She also sets up new airport projects, and processes the funding of new federal and state airport development projects. Her other duties include coordinating the Sponsor Workshop.

Tami’s customer service efforts have been seen in her efforts to help coordinate the Aviation Maintenance Training & IA Renewal Seminar and the Airport Operations & Land Use Seminar. From the invitation to the closing of the seminar, Tami has been there to assist bureau staff and attendees, to make sure the seminar is a success.

Tami and her husband reside in the Madison area and have two children, Jesse and Cash. □



Airport Construction Update

by Jeffery Taylor

WisDOT Aviation Consultant

It will be another busy construction season this summer at Wisconsin airports. The Wisconsin Department of Transportation (WisDOT) Bureau of Aeronautics (BOA) has plans for over \$113 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)** – Reconstruct and expand the general aviation ramp and reconstruct Taxiway M (parallel to runway 18/36).
- **Chippewa Valley Regional Airport (EAU)** – Phase 3 of the terminal building development and renovation.
- **Dane County Regional-Truax Field (MSN)** – Reconstruct south portion Taxiway A.
- **General Mitchell International (MKE)** – Runway 7R safety improvements.
- **La Crosse Municipal (LSE)** – Phase 3 of the taxiway F relocation.
- **Outagamie County (ATW)** – Construct glycol mix building and bulk storage pad. Replace panels on the terminal ramp.

Projects at general aviation airports include:

- **Amery Municipal Airport (AHH)** – Reconstruct parallel taxiway and ramp.

- **Baraboo-Wisconsin Dells Airport (DLL)** – Reconstruct apron and extend runway to 5,000 feet.
- **Cable Union Airport (3CU)** – Mill and overlay runway 16/34.
- **Crandon Municipal Airport (Y55)** – Extend primary runway to 3,550 feet.
- **Eagle River Union (EGV)** – Reconstruct and expand ramp.
- **John F. Kennedy Memorial Airport (ASX)** – Reconstruct runway 13/31 intersection with runway 2/20 and reconstruct taxiways.
- **Lawrence J. Timmerman Field (MWC)** – Reconstruct parking lot and rehabilitate hangar taxiway.
- **L. O. Simenstad Municipal Airport (OEO)** – Construct south side partial parallel Taxiway F, reconstruct Taxiway K, grade turf runway, pave hangar access road and entrance road.
- **Merril (RRL)** – Construct parallel taxiway to runway 7/25 and general aviation hangar area and install fuel system.
- **New Richmond Regional Airport (RNH)** – Develop northeast hangar area.
- **Shawano Municipal Airport (EZO)** – Install perimeter deer fence.
- **Sheboygan County Memorial Airport (SBM)** – Reconstruct runway 13/31.
- **Tomahawk Regional Airport (TKV)** – Extend runway to 4,350 feet.
- **Wittman Regional (OSH)** – Phase 2 of the reconstruction and strengthening 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. □

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The Challenge of the Future

by Christopher Roy
Director

With the summer flying season fast approaching, many pilots are making their final preparations to return to the air. This is the perfect time to review the Airman's Information Manual/Federal Aviation Regulations (AIM/FAR) and the Pilot's Operating Handbook (POH). It is also a good time to check with the FAA and see what new things may be coming this summer.



Christopher Roy

One new thing to come is a change in ATC procedures. According to National Transportation Safety Board (NTSB) Chair Deborah Hersman, if approved by the FAA, it is possible that the phrase "position and hold" will be changed to "line up and wait." This change could be implemented as early as June 1, 2010. The change is being brought about by recommendations from NTSB addressing aviation safety and runway incursions.

By changing the phrase to "line up and wait," it will

then conform with international phraseology standards. The new phrase still instructs pilots to enter a runway and wait for takeoff clearance. There is some concern among aviation groups that implementing this change will require an "extensive awareness campaign." Randy Babbitt, FAA Administrator, feels that the FAA has completed significant efforts to reduce runway incursions and in fact, the success of those efforts is borne out with the current statistics. Out of 50 million operations in 2009, there were 12 runway incursions. Only two of the 12 involved commercial air carriers!

In his speech given at a Safety Summit, December 3, 2009, Administrator Babbitt said, "It's been a tremendous joint effort across all parts of the FAA and the aviation industry. It worked." He continued, saying "While one incursion is one too many, the numbers prove we've made a dramatic improvement. We've revamped our on-line courses. We've produced public service spots. And we mailed a half-million runway safety DVDs and brochures to pilots."

Babbitt added, "... there is still work to be done in the GA community. We can make every protection possible, but the human in the loop is the challenge of the future." □

Aircraft Registration & A Box of '150'

by Joe Aircraftowner

This morning I had the opportunity to register my aircraft at the Minnesota Department of Transportation's Office of Aeronautics. The weather was great (nearly 42 degrees), and when I pulled into the parking lot at Aeronautics, I discovered another plus: free parking. "Woo hoo, this is going to be a good day!" And then it got even better.

I went inside and was very kindly directed to the Aircraft Registration Section. That's where I finally had the opportunity to meet the ladies who are the friendly voices every aircraft owner in the state has probably spoken to at some point in the past few years. Karen Lager and Jana Thompson were there and greeted me warmly. After a few brief introductions, we got down to the business of my aircraft registration.

The procedure is really quite simple, and easy. Jana and Karen made sure the entire experience was quite pleasant for me. They also took the time to answer questions I have had on my mind for a while about aircraft registration and where the money goes. But before I share what they told me, I need to tell you a little bit about my friend.

I hangar with a friend whom we'll call "Bob," for this article. Bob owns two airplanes. One of his planes is a beautiful 1970 Cessna 172. The other is ...or was a 1965 Cessna 150... I think. He flies his 172 regularly during the spring through fall seasons. He is also a good and responsible pilot and makes sure his 172 is mechanically, as well as visually as perfect as possible.

On the other side of *that* coin, a majority of Bob's 150 is held in a variety of boxes sitting on the work bench by its left wing. One box marked 150 contains parts that I swear aren't for anything smaller than a C-130 Hercules, but I'll get to that later. When I told Bob I was headed out to

register my aircraft, I asked if he had registered both of his. He said he hadn't paid the registration on the 172 thus far, and clearly the 150 was not flyable.

I told him I *thought* he still had to register the 150, or at least he needed to officially notify Aeronautics that it hasn't been, and isn't likely going to be, flyable this year. Bob and I weren't exactly sure about that, so while I was in St. Paul, I brought that and other questions to Aeronautics.

When asked, Karen Lager said *"that's a good question, Joe, and the answer is really simple. If the airplane is not airworthy, then it is the owner's responsibility to inform us every year. The aircraft needs to be registered by completing the 'Aircraft Registration Application and Sales/Use Tax Return', however, the registration tax is not due until the aircraft becomes airworthy."*

I had to chuckle as I momentarily thought that Bob's 150 probably won't be 'airworthy' for the rest of this decade...but that's another story.

I then asked Jana Thompson about the specific requirements for where the registration certificate should be kept. Jana said, *"Joe, you can keep the certificate in your safety deposit box or wherever you keep your very important papers. We don't require it to be kept in the aircraft, however, it is a good idea to do so in the event you need to demonstrate that your aircraft is currently registered. Then you'll have the certificate to show that you are 'current' with the State for the fiscal year from July 1 to June 30."*

Both Karen and Jana reminded me that aircraft owners can pay their bill online. All you need is your owner access code which is located in the upper right corner of your bill and you can pay using a credit card or electronic funds transfer! They advised that once completed, owners will receive their aircraft certificates in the mail. Here is the online address: <http://www.dot.state.mn.us/aero/avoffice/ops/acreg/home.html>. I also discovered that we (aircraft owners) can update our aircraft registration information if we have a change of information like a new address, phone

number or email address. It is easy to do and available 24/7. That makes it not just easy, but also very convenient.

One point I am trying to make is that the procedure overall can be fast and easy. There are several different ways to handle your aircraft registration. According to Karen and Jana, owners can use the online system (after the initial registration application is completed), or give them a call, or email them and they will gladly answer your questions and help guide you.

They also reminded me that there is a great deal of very useful information on the Aeronautics website about Aeronautics, pilot information, downloadable forms, rules and statute information, aviation education, and much more.

One question that many folks have is *"what happens to the money that is paid to Aeronautics for registering aircraft?"* That money goes back into the aviation infrastructure that is used by every aviator in the state! These funds go into navigational aids as well as airport improvements to enhance safety and use. Some of it goes for weather systems that pilots can find at more than 100 airports around Minnesota, as well as the broadcast weather information on TPT.

Some of the money also helps to provide the great free publications we get, like the Airport Directory and the Aeronautical Planning Chart. And yes, a small portion of it goes into the administration costs of providing some of the best airports, best navigational aids, and best weather information systems to be found anywhere!

We are fortunate to own aircraft and fly in a state that has such a strong, dedicated, and lean Aeronautics office. They *do* care about us, and after meeting Karen and Jana, I also realized that even though some of the Aeronautics staff do not fly, their passion and dedication to aviation is just as strong and vibrant as it is with those who do fly.

With all this great information, I can hardly wait to get back to the hangar and share it with Bob. Now, about that box of '150'... □

Student Follows Her Dream In Aviation

THIEF RIVER FALLS, MINN. – Michelle Daniels, a native of Crosby, Minn., has wanted to fly planes ever since she was a little girl. She recalls watching her dad work on cars and thinking, "If I want to learn how to fly planes, maybe I should know how to fix them first."

Daniels, a 2009 graduate of Crosby-Ironton High School, is currently enrolled as a freshman in Northland Community & Technical College's Aviation Maintenance Technology program. She recalls talking about Northland's program in great detail with her high school auto mechanics



Michelle Daniels

teacher, Paul Lendobeja (formerly of Thief River Falls.) "Then one day, he showed me Northland's program CD and I was so impressed that I immediately called and made an appointment with Lynn McGlynn for a tour of the airport campus," explained Michelle.

Michelle is the only female out of 25 freshmen students enrolled in the Aviation Maintenance Technology program. Michelle shared, "I do have one advantage over the guys. Being smaller, I can fit easier into the tighter spaces than the guys can. Just last week, I was taking out a hydraulic pump on an aircraft, and with my smaller hands it was much easier getting into that space with a stubby wrench."

Michelle plans to graduate in 2011 with an Associate of Applied Science degree. She then plans to either work as an aircraft mechanic or join the Air Force and become a

CONTINUED ON PAGE 62



WATA *Difference*

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New GM At Wisconsin Aviation-Madison

MADISON, Wisconsin – Wisconsin Aviation has named Jeffrey Davis General Manager of Wisconsin Aviation – Madison. Davis, a native of Beaver Dam, is a 10-year employee of Wisconsin Aviation, the general



Jeffrey Davis

aviation facility located on the east side at Dane County Regional Airport. Davis had previously been serving as Ground Operations Manager. As General Manager, he will oversee fueling operations, buildings and facilities, ground service equipment (GSE) operations, customer service, and tenant relations.

“Everyone who has worked with Jeff Davis knows his positive, can-do attitude,” says Wisconsin Aviation

President Jeff Baum. “He brings energy, experience, and a great desire to wow the customer.”

Grant Goetsch, Vice President of Flight Operations, was also General Manager, until Davis’ appointment.

“This move completes a companywide restructuring, which began in 2008 and will help realize the goal of allowing Goetsch to focus his energies on our substantial charter, aircraft management, and flight school activities,” said Baum (www.WisconsinAviation.com). □

Cessna Citation Service Centers Earn Sixth Consecutive Diamond Award

WICHITA, KAN. – Cessna Aircraft Company has announced that all eight of its domestic Citation Service Centers have earned the Aviation Maintenance Technician (AMT) Employer Diamond Award of Excellence from the Federal Aviation Administration (FAA). This is the sixth consecutive year Cessna has received the award for all its U.S.-based service centers.

In 2009, the FAA increased the requirements to receive the Award of Excellence. To achieve Diamond Award status, 100 percent of each facility’s certified maintenance technicians must receive an individual AMT Certificate of Training.

Cessna’s Citation Service Centers operate 24 hours a day, seven days a week and are located in key regions

of the country, providing full Citation aircraft maintenance and service, as well as remote service through ServiceDirect, a program offering service options that bring Citation service directly to the customer location. Cessna Citation Service Centers in the Midwest are located at Mitchell International Airport in Milwaukee, and Wichita, Kan. □

Coyne Applauds Senate On Passage Of FAA Reauthorization Bill

National Air Transportation Association (NATA) President James K. Coyne praised the United States Senate for passing legislation on March 22 to reauthorize the Federal Aviation Administration (FAA). The bill reflects many of the same provisions as U.S. House of Representatives-passed bill H.R. 915 and also includes many new provisions such as aviation safety measures.

“I would like to congratulate the U.S. Senate for approving a two-year FAA reauthorization bill that is void of user fees and that provides a fair jet fuel tax increase,” stated Coyne. “The bill also includes several mandates for accelerated implementation of the Next Generation Air Transportation System (NextGen).”

Byron Dorgan (D-ND) was a committee chairman that helped steer the bill to the floor of the Senate and ultimately to final passage.

The Senate bill now moves to a conference committee to reconcile differences with the House version. □





Operation Raincheck Next Gen... Behind The Scenes At Chicago Center

by Robbie Culver

Last year, I was fortunate enough to attend the first “Operation Raincheck Next Gen” at the Chicago Center (ZAU) facility in Aurora, Illinois. For over 3 hours, I was privileged to learn not only about Chicago Center and how they operate, but the subtle nuances of how the National Airspace System integrates and is operated, the tools and technology used to do so, and the dedicated people that work there.

Operation Raincheck Next Gen invites members of the aviation community into the ZAU facility, gives the 16 attendees a presentation of the who, what, where, when, why and how of Chicago Center, and then – this is the best part – has them plug in with a controller, listen, and ask questions.

The session began with nametags and welcome packs, introductions, and a fantastic PowerPoint presentation. I can honestly say this was one of the most effective, well-executed, and professionally done presentations I have ever seen and it taught me a lot in a very small amount of time.

The primary role of Chicago Center is separation of aircraft. (Something to remember the next time a controller assigns a heading that makes no sense to you.) This requires that 1000 feet and 5 miles separate traffic laterally or longitudinally, and

also that aircraft maintain a 500-foot and 2-mile lateral separation from the boundaries of the airspace.

Chicago Center has 348 certified controllers, 100 developmental controllers, and about 100 support personnel. The facility is one of 21 ARTCCs (Air Route Traffic Control Center’s) in the U.S. The facility handles about 2.8 million IFR operations per year, including 7,000 IFR transitions per day, covers 112,000 square miles, and has 48

sectors (controller positions), 8 individual areas of specialization, and 281 airports with instrument approach procedures.

Each sector has predefined geographical and altitude borders and the sectors are divided into three separate types – low altitude, high altitude, and super high altitude. There are 23 “low altitude” sectors (surface to FL240), 14 “high altitude” sectors (FL240 to FL330), and 11 “super high” sectors (FL340 to FL600).

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Within the boundaries of Chicago Center, there are 21 additional individual air traffic facilities including 6 full-time, and 15 part-time approach facilities that Chicago Center handles when the approach facility closes.

Chicago Center has 175 radio transmitters and receivers, 150 "land lines" (traditional phone lines), 100 microwave radio links, and connects to 9 long-range radar transmitter/receiver stations.

The presentation lasted exactly one hour, and then we toured the TMU (Traffic Management Unit – formerly "Flow Control") and the Center Weather areas for a first-hand look at the equipment in use at the facility.

I should mention here that we were told repeatedly that no photographs were allowed of the facility or the air traffic control positions. In addition, we were required to wear a visitor badge prominently displayed at all times, always have an escort, and

were reminded that while on the floor with the air traffic controllers, that they were handling live traffic and to conduct ourselves accordingly. Also, that cell phones must be OFF when we were with the controllers.

When we completed the presentation at TMU and Center Weather, it was off to the sectors. A controller would walk two of us to a row of sector stations and assign us where to sit, and then sit down with us while we plugged in. At the sector station, the controller actually working that position would greet us, give us an idea of the sector limits (laterally and vertically), and then give us a "sitrep" – the current situation report.

My first stop was the Fort Wayne low altitude sector sitting with Craig. He introduced himself, asked if I was a pilot and what kind of flying I did, and then we dove right into his sector and the sitrep. The traffic was relatively light, so Craig was able to spend a lot of time explaining what he was doing, what he was going to do next, what he was watching for, and how the equipment worked. Craig also reviewed the traffic flow for the O'Hare east arrival in use, basically showing me where his traffic arrived in and departed from his sector, and why.

I should point out at this stage that in case you live under a rock and were not aware, everything that Chicago Center does is oriented around O'Hare, and, to some extent, Midway. When O'Hare is using the east arrival (all aircraft landing towards the east),

everything that happens in Chicago Center revolves around that.

As a result, Craig's traffic flow coming from the south and east was being routed to the west as they departed Craig's sector, so they could fit into the traffic flow for O'Hare arrivals.

I was immediately struck by the fact that even when traffic flow is light, this is a job where attention to detail is everything and multi-tasking is a required skill. Craig was answering my questions at the same time he was getting calls from traffic and never missed a call. Sitting there watching this and listening was a sobering experience.

After about 15 minutes or so, I was moved to the next sector (Looth) and sat with Steve. Since I had asked to be able to sit with a different sector that overlays my home base of Waukegan (KUGN), my time with Steve was very short. However, I was struck by the difference in personality between Craig and Steve, and how they approached the job very differently. It was not that one did things in a different way, or used different tools or words, but it was more of the style involved.

After several moments with Steve, I was moved to the "Harley" sector, and sat with Brett, who was in the midst of a turnover. This was very interesting to watch. The controllers used a checklist to complete required items for the turnover, and then the controller that is coming off the sector

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remains plugged in for 5 minutes to ensure that the new controller has the information and big picture all settled prior to walking away.

The Harley sector not only sits directly over UGN (though well above the O'Hare Class B), but it also covers the section of airspace I happened to live under and watch the most from my yard. (Like many pilots, I love to sit in my yard and watch aircraft while listening to my aviation scanner). The traffic flow included aircraft departing O'Hare, transitioning north up the lakeshore, then passing to the northeast over Lake Michigan or northwest into Wisconsin.

As I spoke with Brett, and followed what he was doing with each aircraft, much of what I had heard in the presentation and seen at the two previous sectors, suddenly made sense. I was able to see what Brett was doing with each flight, and anticipate for the first time what he may do next. As aircraft departed O'Hare and climbed out over the lake, Chicago Approach would turn the flight over to Brett and he would greet them as they

checked in, then give them altitude and heading assignments as required. Once they got close to the edge of his sector, he passed the flight to the next sector and informed the flight crew to change frequencies.

Eventually, Brett turned the position over to Tracy, and my time was done. It seemed as if the past hour had passed far too quickly.

Our group moved back to the meeting area for a wrap-up. Operation Raincheck Next Gen concluded with an interesting scenario playback from an incident that occurred in Indianapolis Center's airspace involving hear-back/read-back errors due to very similar call signs, and then a short presentation on what happened on 9/11 as ATC was forced to clear the U.S. airspace for the first time in history.

This was the first Operation Raincheck since 9/11, and if the initial program was any measure of long-term success, then Operation Raincheck is now officially the new "must-do" event for the Midwest aviation community. I don't tend

to get overly excited about things like this, but friends – I'm telling you – you have to go to Operation Raincheck!

And you can! Just give Chicago Center a call for dates, times and scheduling. Each session will be limited to a maximum of 16 participants. To find out if you can get in to an Operation Raincheck Next Gen, go to http://tsgsystems.faa.gov/about/office_org/headquarters_offices/ato/artcc/chicago/raincheck/register/

EDITOR'S NOTE: Robbie Culver is an instrument rated private pilot with 980 hours total time. Robbie and his family live in Waukegan, Illinois, and are based at KUGN. Robbie grew up around airplanes in Madison, Wisconsin, and from 1985 to 2002, was an active skydiving video and still photographer, and made 3,000 jumps. Robbie also wrote for Skydiving magazine. He and his wife, Brenda, were married at the Hinckley, Illinois airport in June 1999. In 2001, Robbie fulfilled his childhood dream of learning to fly at the Stick & Rudder Flying Club in Waukegan, Illinois. Since then, Robbie has owned a Cessna 150F, and is now part owner of a Piper Cherokee. □

TODAY is the day!

The Minnesota Counsel of Airports (MCOA) Membership Drive is coming to a close and a prompt response by airport managers and commission members is needed. Remember, your membership is vital in supporting

MCOA's legislative and airport funding efforts. Each member's voice is critically important to the success of the aviation community's combined efforts as an organization, for your airport. Without it, our voice cannot be heard above the din of budget cuts and other special projects.

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your annual dues invoice, contact genavcon@charter.net ASAP and one will be promptly sent to you. PLEASE submit your membership checks now because today is the day! □



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Albert Grazzini of Thunderbird Aviation (1921-2010)

Albert Grazzini, 88, of Thunderbird Aviation, Flying Cloud Airport, Eden Prairie, Minnesota, died February 7, 2010, from a long illness.

Grazzini was serving his country during World War II when his passion for flying first took wings. As a member of the Army's 38th Air Depot, he was stationed in Italy, staffing a parts depot. His job was to keep B-24 Liberators in the air.

Upon his return to Minnesota, Grazzini went back to work for his family business, and obtained a degree in business from St. Thomas University and became an accountant.

The opportunity to start Thunderbird Aviation arose from one of Grazzini's clients, who was a member of a flying club at Flying Cloud. The club was in financial trouble and Grazzini jumped at the chance to take control, pay off existing debt and set new rules for the club to operate under in the future. While managing the new business, as well as his other businesses, Grazzini still



Albert Grazzini

found the time to acquire his private pilot certificate, and instrument and multi-engine ratings.

Grazzini understood the commercial value of the flying club and in the early 1960s, he reorganized the business into a fixed base operation, and renamed it Thunderbird Aviation, Inc.

The aviation business exploded in the 1960s and '70s, so Grazzini began a large-scale fleet renewal program, and expanded the company's product offerings to include airplane rental, aircraft sales and flight training. Given the growth in piston aircraft sales, Thunderbird Aviation became a dealership for Piper Aircraft in 1965. Soon red and white Cherokee 140s and Comanches began filling the ramp and by 1967, Flying Cloud Airport was ranked as the 7th busiest airport in the nation!

By 1974, Thunderbird Aviation started operations in Crystal and Owatonna, Minnesota, and Phoenix, Arizona, in addition to the Eden Prairie location.

Grazzini served as president of the Minnesota Aviation Trades Association from 1969-70 and helped pass legislation allowing aircraft dealers to delay paying state sales tax until aircraft were sold or were in use for one year. He was inducted in the Minnesota Aviation Hall of Fame in 2003. □

Eugene Joseph Andreotti (1921 - 2010)

Eugene Andreotti died February 14, 2010. His passing brings the end of an era of his dedication and support to the Southern Minnesota Wing of the Commemorative Air



Eugene Andreotti

Force (CAF). A lifelong resident of St. Paul, he went to work for the Martin Company in Omaha, Neb., but after a year he joined the U.S. Air Force. He rose through the ranks to Chief Master Sergeant. In WWII, he flew 22 missions as a gunner and flight engineer on B-29s, earning the Distinguished Flying Cross and two Oak Leaf Clusters. Soon after the war,

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Commercial Space Tourism: About To Happen

by Larry E. Nazimek

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ABOVE LEFT: WhiteKnight 2 with SpaceShip 2 (SS2) in the middle.

ABOVE RIGHT: Sir Richard Branson unveils "Spaceship 2" (SS2) at the Mojave Air & Spaceport, Mojave, California.

For years, there has been serious talk by entrepreneurs about space flights for paying passengers. Various concepts were presented, with nearly all saying that they expected to be operational in a few years. Unfortunately, for this new field, it has been a "chicken & the egg" situation, where the space vehicles could not be made without the investors, but the investors would not come forward until they could see the vehicles operating.

As intended, the X-Prize stimulated ideas for commercial space travel, and on Oct. 4, 2004, the 47th anniversary of the launch of Sputnik I, SpaceShip 1, made by Scaled Composites, successfully completed the requirements, bringing space tourism an important step closer to reality.

With the concept proven, Richard Branson stepped in, and the Spaceship Co., a joint venture between Branson's Virgin Group and Rutan's Scaled Composites, was established, with the immediate goal of designing and building 5 follow-ons to SpaceShip 1 and its mother ship, White Knight 1, that would eventually be operated by Virgin Galactic. When asked when such flights for paying passengers might take place, there was always the optimistic "in about 3

years."

The White Knight 2 has become Virgin Mothership (VMS) Eve (named for Branson's mother), and it made its first flight on Dec. 21, 2008. Its use, however, will not be limited to carrying SpaceShip 2 to altitude. NASA has signed a contract for the plane to conduct high altitude atmospheric missions at 50,000 ft.

This Mothership may look frail, but it is capable of performing zero G parabolas, as well as 6 G turns. It has the same large portholes as Enterprise, so it will give passengers a taste of



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what they will experience when flying into space.

On Dec. 7, 2009, manned commercial spaceflight took one step closer to becoming reality, as Virgin Galactic unveiled SpaceShip 2 (SS2) at the Mojave Air and Spaceport, California. Richard Branson took part in the unveiling of SS2, which they named "Virgin Space Ship (VSS) Enterprise." Mojave is the home to Scaled Composites, the Spaceship Company, and many other "players" in the commercial space race, and the place where the X-Prize had been won.

California Gov. Arnold Schwarzenegger and New Mexico Gov. Bill Richardson were on hand for the unveiling. The eventual paying flights will be operated from Spaceport America, New Mexico.

Enterprise will carry a crew of two (2) pilot astronauts and up to six (6) paying passengers. The vehicle will be refined and completed during an extensive test flight program. It is 60 feet long with a 90-inch diameter cabin, similar in size to a Falcon 900 bizjet, although there is no floor dissecting the cabin, thus giving maximum room for the passengers to float in zero G.

Perhaps the most conspicuous feature of this spacecraft is the large portholes on top and sides. This gives each passenger a side and overhead window, thus allowing them to easily view the curvature of earth.

For these commercial sub-orbital flights, Eve will carry Enterprise to 50,000 feet. Once Enterprise is released, its hybrid rocket will take it up to over 100 km (62 miles), the

generally accepted demarcation as to where space begins and a person can call himself an astronaut.

Virgin Galactic expects to begin its commercial operation in 2011, and with this important milestone toward that goal, it appears as though these long-awaited flights are within reach.

No potential passenger should worry about the safety of the operation, because Richard Branson and his family will be the passengers on the first operational flight.

The flights (which include the ground training, spacesuit, and a flight in the mothership, cost \$200,000, and some 300 people have already bought tickets.

One can book these flights either directly with Virgin Galactic, or locally with one of their "Accredited Space Agents" around the world. They have been selected and trained by Virgin Galactic to handle all aspects of the reservation.

Julia Douglas, of Chicago, Illinois-based Jet Set World Travel, Inc., is one of these agents. "For years we have designed out-of-this-world itineraries for the jet set, but nothing comes close to space travel. This is the height of sexy and possibly the most exhilarating experience available to the public. It is thrilling to watch this venture unfold and to know a handful of the lucky few who will carry a seat assignment into space."

For additional info: Virgin Galactic: <http://www.virgingalactic.com/> or Jet Set World Travel: <http://jetsetworldtravel.com/> □

Kansas Governor Addresses Wichita Aero Club

WICHITA, KAN. – Kansas Governor Mark Parkinson addressed the Wichita Aero Club at its monthly luncheon February 10 at the Wichita Airport Hilton. With the state facing another challenging year economically, the governor listened with interest when senior executives from Wichita's major aerospace manufacturers, discussed prospects for 2010 and beyond. In a recent talk in front of

the Wichita State University Alumni Association, Governor Parkinson noted that he was confident that when the current recession ends, Wichita will be poised for a rapid recovery led by the Air Capital's planemakers responding to pent up demand for their products.

The Wichita Aero Club was founded in October of 2008 to foster and promote interest in aviation, provide a forum focused on the industry's issues and achievements, and bring together those with a passion for flight. □

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2010 American Barnstormers Tour Schedule

JUNE 17-19 MASON CITY, IA - Mason City Airport (KMCW)
JUNE 20-22 TEA, SD - Marv Skie-Lincoln Airport (Y14)
JUNE 23 WATERTOWN, SD - Watertown Regional Airport (KATY)
JUNE 24-26 ABERDEEN, SD - Aberdeen Regional Airport (KABR)
JUNE 27-29 BISMARCK, ND - Bismarck Airport (KBIS)
JUNE 30-JULY 2 JAMESTOWN, ND - Jamestown Regional Airport (KJMS)
JULY 3-5 ALEXANDRIA, MN - Chandler Field Airport (KAXN)

Contact - Clay Adams - 612-867-6022
clay@nostalgicwings.com
www.AmericanBarnstormersTour.com



EAA AirVenture 2010 Welcomes Band Chicago Opening Day

OSHKOSH, WIS. – After a full

opening day of flying on Monday, July 26, at EAA AirVenture Oshkosh 2010, AeroShell Square will feel the power of more than aircraft, as the legendary band “Chicago” takes the stage that evening, courtesy of Ford Motor Company.

The performance, free of charge to all AirVenture guests that day, will be held adjacent to the Ford Motor Company Hangar on AeroShell Square, immediately following the afternoon air show. This is the fifth

straight year Ford Motor Company supported the appearance of a band at AirVenture.

Led by founding members Robert Lamm, Lee Loughnane, James Pankow and Walt Parazaider, Chicago’s jazz-infused “rock ‘n roll band with horns” sound has created hits in five decades - an accomplishment matched only by the Rolling Stones in pop music history (www.chicagotheband.com & www.airventure.org). □

Grimes Gathering of B-25s Features Flying Tribute To Legendary Doolittle Raiders

URBANA, OHIO – From April 15-18, 2010, the snarl of radial engines will fill the skies over Ohio as Urbana’s Grimes Field hosts the largest gathering of privately-owned airworthy B-25 Mitchell bombers since World War II. As part of the events honoring the 68th anniversary of the Doolittle Raid – including a reunion of surviving Doolittle Raiders at the National Museum of the United States Air Force (NMUSAF) – at least 20 B-25s will land at Grimes Field beginning April 15 for the “Grimes Gathering of B-25s.”

For the first two days of their visit,

the twin-engine bombers will stage out of Grimes Field while practicing formation flights, offering rides and standing on static display – but more ground support is needed, organizers said. On Saturday, April 17, the bombers will depart for a flight to the National Museum of the U.S. Air Force, where they will take part in ceremonies honoring the surviving crewmen of the famed 1942 raid on Japan.

The Doolittle Raid – 16 Army Air Force B-25s making an unprecedented combat launch from the USS Hornet – struck America’s first blows against

the Japanese homeland in World War II and provided a badly needed morale boost for the public.

For information in becoming a Grimes Gathering of B-25s sponsor, contact Thomas Casey, Doolittle Raider Manager, at (941) 921-7361 or tomcat911@comcast.net.

For more information on the Doolittle Tokyo Raiders reunion events, visit <http://www.nationalmuseum.af.mil/doolittle.asp>.

For more information on the Grimes Gathering of B-25s, visit <http://www.champaignaviationmuseum.org/>. □

Thunder Air Show Is A Go!

MANITOWOC, WIS. – Those military jets will be screaming through the Manitowoc County skies again this June. Thunder on the Lakeshore has been cleared for takeoff. A fund-raising goal has been reached, and the board of directors of Manitowoc Aviation Resources has approved holding the show again this year.

Show producer and chairman, Curt Drumm, said that the fund-raising target of \$80,000 set by the board was reached, but the efforts will continue. A total of about \$100,000 is required to operate the show and have some leeway to start rebuilding the contingency fund that had been depleted because of unfavorable weather the past two years.

The show has a major impact on the local economy, which has been measured at \$2 million to \$4 million in a recent study. It features a mixture of civilian aerobatic pilots, WWII-era aircraft, ground displays, hot-air balloons, and the climactic appearance

of current military fighter jets. This year’s show will be held at the Manitowoc County Airport June 5th and 6th (www.thunderonthelakeshore.com, 920-482-1650). Fly-in aircraft are welcomed. □

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Cessna 170B Pilot Paul Neutkens with Kim and Morgan Wood, and Riley Carlson.



Young Eagles and parents, left to right: William LeMire, Dan LeMire, Mindy LeMire, Evelyn Louiosmet, Laniece LeMire, Cathy Cameron, Turbo Beaver DHC-2MK3 pilot Chuck Mosbeck, Chuck Rundquist, Les Stordalen.

Benson EAA 745 Flies 98 Young Eagles On Skis



Dan Hammons, Benson Airport, White Bear Lake EAA Chapter 745 Young Eagles Coordinator, and Lori Bombeck, Centerville Lions, survey the successful combined event.

WHITE BEAR LAKE, MINN.— The ice was 3 feet thick on Centerville Lake in Minnesota for EAA Chapter 745's Young Eagles Skiplane Rally. The February 20, 2010 event was held in conjunction with The Centerville Lions Club's annual ice fishing contest.

Benson EAA Chapter #745 in White Bear Lake had 50 children signed up in advance, but the beautiful day and the sight of aircraft on the lake attracted many walk-ups from the fishing contest. At the end of the day 8 pilots flew 98 children in skiplanes.

"I've never been up in the sky," said Riley Carlson with the fearlessness and enthusiasm of a typical Young Eagles flier. Riley took his first ride with Paul Neutkens in his Cessna 170B, along with Kim Wood and her daughter, Morgan.

Young Eagles Coordinator, Dan Hammons, said the chapter has sponsored Young Eagles on skis at Benson airport in the past, but this is the first time for this event. □

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Jack Pelton & FedEx Selected To Receive Lindbergh Award & Corporate Award For Balance

MINNEAPOLIS, MINN. –The Lindbergh Foundation has announced that Jack Pelton, Chairman, President and Chief Executive Officer of Cessna Aircraft Company, has been selected to receive the 2010 “Lindbergh Award.” The foundation will recognize FedEx Corp. as the recipient of its “Corporate Award for Balance,” and noted that both awardees will be honored at the 32nd annual Lindbergh Award Celebration to be held at Sun 'n Fun on April 14, 2010.



Jack Pelton

Jack Pelton has led the charge to see that the aviation industry focuses appropriate efforts in reducing its environmental impact. In addition, Pelton has established the Cessna Environmental Strategy Council, which

has five areas of focus: aircraft emissions, industrial emissions/waste/recycling, recycling consumables, energy conservation and engaging employee participation through communication.

FedEx will be the recipient of the 2010 Corporate Award for Balance, which is given to corporations or organizations whose concern for the environment and dedication to improving quality of life are demonstrated through their business practices.

FedEx seeks to connect the world responsibly and resourcefully, tapping into its innovation roots, to make our business and the world more sustainable and efficient. With more than 1.3 billion gallons of fuel consumed in 2006 alone, FedEx has encouraged research and development of more fuel-efficient vehicles, as well as alternative fuel vehicles (www.lindberghfoundation.org). □

Salina Airport's Swanson Recognized

SALINA, KAN. - The “Certificate of Achievement for Excellence in Financial Reporting” has been awarded to Michelle R. Swanson, Manager of Administration and Finance with the Salina Airport Authority. The award was presented by the Government Finance Officers Association (GFOA) of the



Michelle Swanson

United States and Canada in recognition of Swanson's comprehensive annual financial report. The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by government and its management.

The GFOA is a nonprofit professional association serving approximately 17,500 government finance professionals with offices in Chicago, Ill., and Washington, D.C. □

Priester Executive Receives Congressional Gold Medal

Prospect Heights / Wheeling, Illinois – The United States Congress has recognized Ester Noffke of Priester Aviation and Chicago Executive Airport for her service during World War II, as a member of the Women's Airforce Service Pilots (W.A.S.P.). Surviving W.A.S.P. pilots and the families of deceased W.A.S.P. aviators were recognized during the WASP Congressional Gold Medal Ceremony March 10, 2010 in Washington, D.C.

In 1942, Ester began her aviation career by taking flying

lessons. She participated in the local Civil Air Patrol unit where her interest in the Women Airforce Service Pilots began. In 1943, she was accepted as a member of the WASP program and remained actively involved until the end of the war. Her logbook, at the time, indicated 570 flying hours, 700 hours of ground school, and 70 hours in the Link Trainer.

Ester has been an important part of the Midwest aviation community since the early years of Chicago Executive

CONTINUED ON PAGE 62

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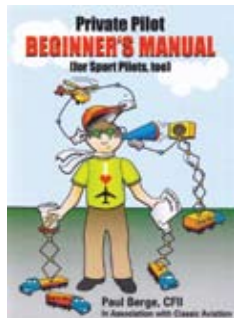
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Private Pilot Beginner's Manual (for Sport Pilots, too)

A hquabi House Publishing announces the release of a new aviation book by Iowa pilot, Paul Berge. *Private Pilot Beginner's Manual (for Sport Pilots, too)* backs up a long title with 320 pages of easy-to-read and often humorous information on how to prepare for private or sport pilot training. The book's purpose is to offer a friendly and informative welcome to anyone who dreams of flight without scaring the future pilot way with unnecessarily



dense academics. Aerodynamics, FARs, weight and balance, aviation weather and cross-country planning

are all presented in a practical manner designed to stay with the pilot long after earning a certificate. The book covers all the topics found on the FAA's written exam without "teaching to the test." *Private Pilot Beginner's Manual (for Sport Pilots, too)* is an ideal textbook

for ground school or as an adjunct to a flight review.

Private Pilot Beginner's Manual (for Sport Pilots, too), ISBN 978-0-557-30319-9, 320 pages, B/W illustrations, retail \$29.95; download

\$8.95. Available online at www.aileron.com.

About the author: Paul Berge is a CFI and former FAA air traffic controller (1979-1997) who learned to fly over 35 years ago and makes a living teaching primary and tail wheel flying off a grass strip in Iowa. Paul Berge is on the National Board of Directors of the Antique Airplane Association and is the author of two aviation historical novels, *Bootleg Skies* (set in 1929) and *Inside The Circle* (set in 1937), plus two audio book collections of aviation short stories, *Ailerona* and the *Logbook*. He writes for several magazines including, *Cessna Flyer*, *Piper Flyer*, *Pilots Audio Update*, and *Midwest Flyer Magazine*, is the Brainteaser author on *AvWeb* and was the editor of *IFR magazine* from 1999-2005. □

'Let's Wing It' Teaches Youngsters About Aviation

by Pete Rosenbery

CARBONDALE, ILLINOIS – It was a busy day last week in Murphysboro, Illinois, for air traffic controller Ashley Carder as she helped maneuver several airplanes, including a "Taylor Swift 2," "Sparkle Plane," and "Saluki 2" through the Gen. John A. Logan Attendance Center's lunchroom at Southern Illinois University in Carbondale, Illinois.

"If you want to go somewhere, you have to ask for permission," reminded Carder, a visiting assistant instructor in SIU's Department of Aviation Management and Flight. The planes, of course, were toys. But for the kindergarten through

fifth-grade students, all participants in the Murphysboro school district's latchkey program, the experience helped them learn about the aviation profession and how pilots communicate on the radio.

The activity is one of several in the "Let's Wing It" program, which is designed to get more children involved in aviation. Initially funded in 2005 through the Illinois Center for Specialized Professional Support, and intended to serve underrepresented populations, aviation faculty and students take the program to local elementary and middle schools in the region.

Along the way, children also realize through the program's activities that what they are learning in mathematics, geography and reading, even in first or second grade, can help them become a pilot some day, she said.

Other activities this particular afternoon included allowing children time in a flight simulator – a laptop computer with a control yoke mounted to the table – to practice flying.

2010 marks the 50th anniversary of SIUC aviation.

For information on the "Let's Wing It Program," call 618/453-9265. □

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FAA Defends NextGen Cost To Lawmakers

WASHINGTON, D.C. – Federal Aviation Administration (FAA) officials faced tough questions from lawmakers March 18, 2010, when they asked for a steep increase in the agency's budget to replace the nation's air traffic control system with more advanced technology, a project that has fallen behind schedule.

FAA has requested \$1.14 billion for the NextGen program in fiscal 2011, a 32 percent increase from fiscal 2010. NextGen will replace the existing radar-based air traffic control system with a satellite-based network by 2020. The agency estimates the program will cost \$20 billion, which it began deploying in 2008.

"It takes a complex series of programs, a series of inter-related initiatives, not unlike a symphony, to make a full, robust NextGen," FAA Administrator Randy Babbitt told the Transportation and Housing and Urban Development subcommittee. "Some of the complexities have proven to be bigger obstacles than forecasted."

Citing a lack of leadership and NextGen's complexity, subcommittee members said they were disappointed in FAA's progress in deploying numerous NextGen programs, including a system that provides flight information to terminal control facilities and traffic management systems. The En-Route Automation Modernization (ERAM) system is slated for completion in December, six months behind schedule. ERAM is fundamental to NextGen, which

means it needs to be deployed correctly. The technology, currently operating in Salt Lake City, recently was taken offline to correct numerous software and interface problems. While following the program's rollout schedule is important, it won't drive the agency to deploy the system before it is deemed safe.

Lawmakers also expressed concern that FAA has not provided estimates for how much it will cost to equip aircraft with Automatic Dependent Surveillance Broadcast (ADS-B), a new data-based position-monitoring system designed to improve communications between pilots and air traffic controllers. Without the projections, panel members said they are unsure how much money will be needed to complete the project.

Babbitt said the equipment for the ADS-B can be inexpensively installed in aircraft, particularly when compared to the ground equipment needed for the current system. "Everybody equipped is everybody best served," he said. "If more aircraft are equipped, our entire system runs better."

Babbitt was reluctant to state how much it would cost on a per-aircraft basis, but said the upgrade would be a multibillion-dollar effort.

FAA also has included cybersecurity provisions for NextGen programs in its budget request, said Victoria Cox, vice president for operations planning at FAA's ATO. She added ADS-B carries its own security architecture. In addition, the

agency is working with the Defense and Homeland Security departments to coordinate security measures when common programs interface.

The House voted to extend the agency's funding until July 3, 2010.

"It is difficult to make long-term decisions on short-term information," Babbitt said, adding a multiyear authorization would help the agency clarify its spending priorities. □

No User Fees In Budget!

ALEXANDRIA, VA. – On February 1, 2010, the Obama Administration released the details of the president's federal budget priorities for Fiscal Year 2011 (FY 11), absent any type of "user fee" proposal for the general aviation community.

"The general aviation community has worked diligently over the last several years with its supporters on Capitol Hill to ensure that any type of user fee proposal contained in the federal budget is essentially dead on arrival," National Air Transportation Association (NATA) President James K. Coyne stated. "While general aviation user fees have been offered in previous budgets, Congress continues to oppose these unjustified and unnecessary budget proposals."

NATA and its general aviation community partners have advocated that the current system of aviation excise taxes has proven to be a stable and efficient source of funding for our aviation system. "Imposing a user fee on aviation would place

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an undue administrative burden on system users such as small business and general aviation users, without adequately supplementing the Airport and Airways Trust Fund,” Coyne explained.

“While NATA is pleased with the Obama administration's choice to omit a user fee proposal in the FY 11 budget, the industry must remain vigilant to ensure that any future user fee proposals are unsuccessful.” □

Plastic Pilot Certificates Now Required!

Paper Pilot Certificates are not valid after March 31, 2010. The FAA has mandated that all pilots switch to a plastic pilot certificate by March 31, 2010. The new certificate can be requested through the FAA's Web Site. If your old certificate uses your social security number for the certificate number, you can request to change your certificate number and the FAA will provide a new certificate for free. If you are not changing your certificate number, there is a \$2 fee for the new certificate.

Since it is a requirement to be able to read, speak, write and

understand English to get a U.S. pilot certificate, all certificates are being issued with the English language proficiency statement now required to fly internationally (Canada). If you miss the deadline, there is no penalty or loss of privileges, but you cannot legally fly until you have the new certificate.

Temporary, student, and flight instructor certificates are not impacted by this rule. Those with non-pilot certificates, such as ground instructors, flight engineers, and mechanics, will have until March 31, 2013 to change to a plastic certificate. For more information, refer to: www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement □

Through The Fence Access Legislation Pending

WASHINGTON (March 17, 2010) – Owners of homes at federally obligated airports have convinced some members of Congress to try to force the Federal Aviation Administration (FAA) to change its recently published guidance on Through The Fence (TTF) access.

Representatives Sam Graves (R- Mo.) and Len Boswell (R-Iowa) have introduced the “Community Airport Access and Protection Act of 2010.” On the other side of the Hill, Senator Jim Inhofe (R-Ok.) introduced a “companion bill.”

The legislation would require FAA to allow TTF access as long as off-airport users pay access charges and maintain their properties compatible with safe airport operations (NASAO). □

Retiring Sioux Falls Airport Manager Says TSA Has Gone Overboard!

SIOUX FALLS, S.D. – 39 years ago, the Sioux Falls Washington High School Class of 1970 elected Mike Marnach the airport manager for government day. In 2009, Marnach retired after 21 years as executive director of the Sioux Falls Regional Airport. Replacing Marnach is Dan Letellier, a veteran airline employee.

Marnach, 57, who suffers from Multiple Sclerosis, decided it was time to retire, but his love of aviation is as strong as it was when he first soloed on his 16th birthday.

One thing Marnach does not miss is federal bureaucracy, especially airport security measures, which he feels has gone overboard, with a staff of 14 at the local Transportation Security Administration (TSA) office, which serves as TSA's state headquarters. Even Marnach had to have his car inspected on a daily basis.

Marnach is proud that Sioux Falls Regional Airport is one of the least expensive airports anywhere for the airlines because landing fees and space rental rates have been kept low to ensure good airline service to the community. The airport also doesn't charge passenger fees. Last year, passenger boardings were at an all-time high, when they were down at many other commercially served airports. □



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Dear Fellow Pilots:

2008 was the first year I participated in the "Midwest Flyer Canadian Fishing Fly-Out." My two sons, son-in-law and a good friend of mine went also, so it became a wonderful family trip.

All of us had a great time and agreed we needed to make the trip a regular time together. We enjoyed the fishing, the flying and the camaraderie with a great bunch of guys.

Spending time with other pilots makes the trip especially fun and interesting. The trip is well organized by *Midwest Flyer Magazine*, and one of the reasons it is so enjoyable. By the way, the food is great, too! I'm looking forward to just as much fun in 2010.

Bill Maliszewski
Pilot & Farmer
Independence, Wisconsin



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and contact person's telephone number,
address & email address for reference.

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**NOTAM: Pilots, be sure to call ahead
to confirm dates and for traffic advisories.
Also use only current aeronautical charts for
navigation and not calendar
listing information**

Midwest Flyer Magazine is not responsible
for accuracy of information published.

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

APRIL 2010

- 13-18 LAKELAND, FLA.** - Sun 'n Fun Fly-In
863-644-2431. www.sun-n-fun.org
- 14-16 DULUTH, MINN.** - MCOA Airports Confer-
ence, Duluth Entertainment & Conven-
tion Center (DECC). Judy Meyers
800-657-3922. judy.meyers@dot.state.mn.us
- 17* CRYSTAL (MIC) MINN.** - Club Cherokee
Open House & Flea Market 11am-4pm.
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www.clubcherokee.com
- 21-22 DES MOINES, IOWA** - Iowa Aviation Confer-
ence at the Sheraton West Des Moines
Hotel. For more information, visit
iawings.com
- 24 BLOOMINGTON, MINN.** - Minnesota Aviation
Hall of Fame at the Ramada, Mall of
America Hotel. mnaviationhalloffame.org
218-732-5100 or nallard@unitelec.com
- 24 HIBBING (HIB), MINN.** - Chili & Hot Dog
Feed 11am-3pm. 218-262-6377.
- 24* EAU CLAIRE (EAU), WIS.** - Chili Feed &
Seminar Fly-In at Chippewa Valley
Regional Airport Hearland Aviation
11am-4pm. 715-835-3181.
- 24* OSHKOSH (KOSH), WIS.** - Texas French
Toast Breakfast. Open House/Simulator
Demonstrations 7am-Noon at the Fox
Valley Technical College. huss@fvtc.edu
- 25* ST. PAUL/MINNEAPOLIS, MINN.** - Join us on
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www.suncountry.com or 1-800-359-6786.
- 25 PORT HURON (PHN), MICH.** - Pancake
Breakfast 7-11am. at St. Clair County Int'l
Airport.

MAY 2010

- 1 MIDLAND (IKW), MICH.** - Pancake Break-
fast at Barstow Airport 7am-Noon.
989-835-3231.

- 2 SANDUSKY (Y83), MICH.** - Dawn Patrol in
association with "Thunder Across the
Thumb" motorcycle rally. 7am-Noon.
810-414-3009.
- 3-5 WAUKESHA, WIS.** - Wisconsin Aviation
Conference at Country Springs Hotel.
www.wiama.org
- 7-9 BRAINERD, MINN.** - Minnesota Seplane
Pilots Association Safety Seminar at
Maddens (800-642-5363) on Gull Lake.
www.mnseaplanes.org/News.htm
- 8* HAGER CITY, WIS.** - Safety Seminar "Sur-
vival Medicine for Aviators" & "How To
Become An Old, Bold Pilot" at the Prairie
View School 9am-Noon. 800-657-3922.
- 15* ORANGE CITY (ORC), IOWA** - Tulip Festival
Pancake Breakfast 7-11am. 712-395-
1633. e120flyboy@hotmail.com.
- 15-16 BLAINE (ANE), MINN.** - Blaine Aviation
Weekend **HAS BEEN CHANGED TO
MAY 22-23.**
- 16 BRODHEAD, WIS.** - Pancake Breakfast
7am-Noon. www.eaa431.org
- 16 TAYLORVILLE (TAZ), ILL.** - Breakfast
7-11am. 217-824-9313.
- 16* LONE ROCK (LNR), WIS.** - Pancake Break-
fast at Tri-County Airport. 608-583-2600.
- 18-19 SCHAUMBURG (06C), ILL.** - Illinois Aviation
Conference at the Marriott Hotel
(847-240-0100). www.illinoisaviation.org
217-528-5230.
- 22 LAPEER (D95), MICH.** - Breakfast 7am-
Noon at Dupont-Lapeer Airport.
810-667-1285.
- 22-23* BLAINE (ANE), MINN.** - Blaine Aviation
Weekend 7am-4pm. Breakfast/Lunch
Fly-In at the Golden Wings Museum.
Hangar Dance (22nd) 7pm. "Dave
Andrew's Big Band" 952-292-7969.
www.discoveraviationdays.org
- 28-30 JAMESVILLE, WIS.** - Southern Wisconsin
AirFEST featuring the USAF
Thunderbirds & Canadian Snowbirds &
more. 608-754-5405
- 29 CHESANING (50G), MICH.** - Brats-n-dogs
dawn patrol at Howard Nixon Memorial
Airport 11am-4pm. 810-513-4255.
- 29* BAY CITY, WIS.** - "Salute to Veterans" at
the Red Wing Airport 10am-?. car show,
military vehicles, military aircraft & radio
control planes on display.
www.eaglevalleysquadron.com.
- 30* LAKE CITY (Y91), MICH.** - Pancake Break-
fast 7-11am. 248-496-7132.
- JUNE 2010**
- 5 SPARTA (SAR), ILL.** - Fly-In & Jamboree
9am-5pm. spartafllyin.blogspot.com.
618-215-6359.
- 5* AMERY (KAHH), WIS.** - Breakfast 7-11am.
715/554-3858 cell. iker@amerytel.net
- 5* BOWSTRING (9Y0), MINN.** - Lunch 12pm.
218-743-6175.
- 5-6* EAU CLAIRE (EAU), WIS.** - Chippewa
Valley Airshow.
www.chippewavalleyairshow.com
- 6 AUDUBON, IA** - Breakfast 6:30-10:30am.
712-563-3780.
- 6* JUNEAU (UNU), WIS.** - Pancake Breakfast
at Dodge County Airport.
- 6* DEKALB (KDKB), ILL.** - Pancake Breakfast
7-11:30am. www.eaa214.org.
- 6* STEVENS POINT (STE), WIS.** - Fly-In 7am-?
& Air Show 2pm.
- 11-13* MILWAUKEE, WIS.** - Milwaukee Air & Water
Show at Milwaukee Lakefront. www.milwaukeeairshow.com
- 12* SUPERIOR (SUW), WIS.** - New terminal
dedication 9am-4pm. www.eaa272.org.
- 13 PORT HURON (PHN), MICH.** - Pancake
Breakfast 7-11am. at St. Clair County Int'l
Airport. 810-364-6890.
- 13 FLUSHING (3DA), MICH.** - Breakfast 7:30-
11:30am at the Daltons Airport. 810-201-
6882.
- 13 MANDAN (Y19), N.D.** - Breakfast 8-11am
in conjunction with the Buggies-n-Blues
Festival. 701-527-1950.
- 13* WATERTOWN (RYV), WIS.** - Pancake Break-
fast & Airport Open House.
- 13* MONTEVIDEO (MVE), MINN.** - Breakfast &
Classic Car Show 8am-1pm.
monteair@gmail.com 320-269-4829.
- 17-19 MASON CITY (MCW), IA** - American
Barnstormers Tour 10am-6pm.
www.americanbarnstormertour.com
- 20 ANN ARBOR (ARB), MICH.** - Breakfast
8am-? west of the control tower.
734-429-2992.
- 20 GRAND HAVEN (3GM), MICH.** - Pancake
Breakfast 7am-Noon along with Antique/
Muscle Car Show & other activities.
- 20 TAYLORVILLE (TAZ), ILL.** - Breakfast
7-11am. 217-824-9313.
- 20 STANTON (SYN), MINN.** - Breakfast 8am-
Noon. 507-645-4030.
- 20* BUFFALO, MINN.** - Breakfast 7am-1pm.
763-682-1516.
- 20* DODGE CENTER (TOB), MINN.** - Pancake
Breakfast 7am-Noon. 507-266-8572.
- 20-22 TEA (Y14), S.D.** - American
Barnstormers Tour 10am-6pm at the
Marv Skie-Lincoln County Airport.
www.americanbarnstormertour.com
- 24-26 ABERDEEN (ABR), S.D.** - American
Barnstormers Tour 10am-6pm.
www.americanbarnstormertour.com
- 24-27* NEW LONDON, WIS.** - Annual Fly-In at
Marks Park & Airfield.
www.marksparkandairfield.com
- 25-27 MARSHALL (RMY), MICH.** - Wings & Wires
2010 first annual biplane fly-in at Brooks
Field. Saturday night bonfire & movie.
269-580-0558.
- 25-27* BARABOO, WIS.** - Baraboo-Dells Air Show.
www.baraboodellsairshow.com
- 26 MIDLAND (IKW), MICH.** - Pancake Break-
fast at Barstow Airport 7-11am.
989-835-3231.
- 26 GLADWIN (MI1), MICH.** - Breakfast 7:30-
11:30am at Sugar Springs Airport.

- 586-415-7266.
- 26-27** **ST. CLOUD, MINN.** - "The Great Minnesota Air Show" featuring the Blue Angels. www.TheGreatMinnesotaAirShow.com
- 27** **NILES (3TR), MICH.** - Breakfast EAA hangar on the east side 7am-Noon. 574-339-9991.
- 27** **SANDUSKY (Y83), MICH.** - Dawn Patrol in association with the Thumb Festival 7am-Noon. 810-414-3009.
- 27** **CALEDONIA (CHU), MINN.** - Fly-In at the Houston County Airport. 507-450-2095.
- 27*** **FAIRMONT (FRM), MINN.** - Breakfast 7-11am. 507-236-3604.
- 27-29** **BISMARCK (BIS), N.D.** - American Barnstormers Tour 10am-6pm. www.americanbarnstormerstour.com
- 28*** **NEW RICHMOND (RNH), WIS.** - Burgers & Brats 11am-2pm.
- 30-7/2** **JAMESTOWN (JMS), N.D.** - American Barnstormers Tour 10am-6pm. www.americanbarnstormerstour.com

JULY 2010

- 1-2** **JAMESTOWN (JMS), N.D.** - American Barnstormers Tour 10am-6pm. www.americanbarnstormerstour.com
- 2-3** **PHILLIPS, WIS.** - Price County Airport & Harbor View (on Long Lake) FRI. 7pm Aerobatic show; 9pm live music at Harbor View. SAT. 8am-noon - Breakfast by the AMVETS; 8:30am Breakfast Buffet at Harbor View; 10am aerobatic show; planes on display & plane rides; admission is free. 5pm - 2 am Lake, Rattle & Roll (3 bands) at Harbor View. 715-339-3701 / 2626
- 3** **WATERLIET (40C), MICH.** - Pancake Breakfast 7am-Noon. 269-876-4921.
- 3** **HOUGHTON LAKE (5Y2), MICH.** - Brats & Dogs 10am-4pm. *Rain date 4th.* 989-578-2005.
- 3** **AUSTIN, MINN.** - Breakfast 7am-1pm. 507-433-7115 or 507-433-1813.
- 3-5** **ALEXANDRIA (AXN), MINN.** - American Barnstormers Tour 10am-6pm at the Chandler Field Airport. www.americanbarnstormerstour.com
- 10** **HIBBING (HIB), MINN.** - Mines & Pines Breakfast 8am-1pm. 218-262-6377.
- 10*** **LARCHWOOD, IOWA** - Zangger Pork Supper 6-8pm. www.zanggervintageairpark.com
- 10-11*** **MARSHALL, MINN.** - Tentative Air Show by Airshow Aces. www.discovermarshall.com
- 11** **MIDDLETON (C29), WIS.** - Breakfast 7:30am-Noon at Morey Airport (rain or shine. 608-836-1711.
- 11*** **HAYWARD (HYR), WIS.** - Pancake Breakfast 8am-1pm. 715-634-2801.
- 17-18** **DULUTH, MINN.** - Duluth Air Show featuring the Thunderbirds & Tora Tora Tora. duluthairshow.com
- 18** **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am. 217-824-9313.
- 18*** **PRESTON (FKA), MINN.** - Omelet Breakfast

7am-12:30pm. at the Fillmore County Airport. 507-765-2582.

- 21-25** **KEOKUK, IOWA** - L-Bird Convention & Fly-In. Breakfast on the 24th. All pilots & Aircraft Enthusiasts Welcome! www.lindneraviation.com 319-524-6203.
- 23-26** **PORT HURON (PHN), MICH.** - Oshkosh Oasis, food & refreshments at St. Clair County Int'l Airport 10am-5pm. 810-364-6890.
- 26-8/1** **OSHKOSH (OSH), WIS.** - EAA AirVenture at Wittman Regional Airport. 920-426-4800. www.airventure.org

AUGUST 2010

- 1** **OSHKOSH (OSH), WIS.** - EAA AirVenture at Wittman Regional Airport. 920-426-4800. www.airventure.org
- 7** **ESCANABA (ESC), MICH.** - Pig Roast 11am-6pm at Delta County Airport. 906-786-4902.
- 7** **SANDUSKY (Y83), MICH.** - Dawn Patrol in conjunction with the Sandusky Car Show 7am-Noon. 810-414-3009.
- 7-8** **YPSILANTI (YIP), MICH.** - Thunder Over Michigan Air Show. 9am-5pm. www.yankeeairmuseum.org/airshow
- 8*** **CHETEK (Y23), WIS.** - BBQ Chicken Fly-In 10:30am-3pm. Aircraft & Car Display. 715-456-8415.
- 14** **CAMERON / RICE LAKE (RPD), WIS.** - Pancake Breakfast & Lunch 7am-1pm. Military Aircraft & Static Display. 715-651-6878.
- 14*** **KINDRED (K74), N.D.** - Pancake Breakfast 7am-? in conjunction with Kindred Days. Aerobatic Show so check notams. 701-388-2126.
- 14-15** **GLADWIN (GDW), MICH.** - Pancake & Sausage Breakfast 7am-Noon in conjunction with The Gladwin Carriage Festival (parade at 11am at fairgrounds). 989-426-4201.
- 15** **WATERFORD (PTK), MICH.** - Pancake Breakfast 8am-Noon at the Oakland County Int'l Airport. 248-789-5026.
- 15** **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am. 217-824-9313.
- 15*** **LAKE ELMO (21D), MINN.** - Pancake Breakfast 7am-Noon. Aircraft Display. eaa54.org

18-22 **MIMINISKA LODGE, ONTARIO** - "Midwest Flyer Canadian Fishing Fly-Out." For details email info@midwestflyer.com, or call 608-835-7063 (see midwestflyer.com and wildernessnorth.com) Reservations are handled directly through Wilderness North in Thunder Bay. Call 1-888-465-3474.

- 20-22*** **DEKALB (KDKB), ILL.** - Corn Fest. www.cornfest.com.
- 21** **CAMP DOUGLAS (VOLK FIELD), WIS.** - Fly-In Open House Pancake Breakfast with IFR/VFR & Maintenance Seminars Sponsored by WisDOT Bureau of Aeronautics 608-427-1899. If Flying In, You Need To Pre-Register 800-972-8673.
- 21*** **FOREST LAKE, MINN.** - Corn on the Cob, Brats & Ice Cream 10am-4pm. Car Show. New location south end.
- 21*** **MARSHALL, MINN.** - Breakfast. www.discovermarshall.com
- 22** **ANKENY (IKV), IOWA** - Breakfast 7-11am. 515-554-8187.
- 22*** **BOYCEVILLE (3T3), WIS.** - Breakfast 7-11am Airshow 11am. Sesquicentennial Parade 1pm. nerlingaviation@centurytel.net.
- 28*** **GLENCOE (GYL), MINN.** - Sweet Corn & Bratwurst Feed Fly-In 10am-2pm. 320-583-8367. stusclch@myclearwave.net.
- 29*** **CUMBERLAND (UBE), WIS.** - Pancake Breakfast 7-11am. Aerobatic Demonstration 11am-Noon. Camping on Field. 715-204-4474. In conjunction with Rutabaga Festival 715-822-3378.

SEPTEMBER 2010

- 3-6** **SIDNAW (6Y9), MICH.** - "6Y9 Labor Day Weekend Fly-In" at the Southern Houghton County Airport (Prickett Grooms Airfield). 4th is the Main Day. www.sidnaw.org 616-554-8860.
- 4-6*** **CLEVELAND, OHIO** - Cleveland National Air Show. 216-781-7810. www.clevelandairshow.com.
- 9-12** **MOUNT VERNON (MVN), ILL.** - Gathering of Ercoupes. www.ercoupe.org
- 11** **MIDLAND (IKW), MICH.** - Pancake Breakfast 7-11am at Barstow Airport. 989-835-3231.
- 11** **NILES (3TR), MICH.** - "Salute to Veterans" Breakfast 7am-Noon at EAA hangar.

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1981 Cessna Conquest II Dash 10 – Collins Proline, Bendix RDR-1100, stormscope, Argus 5000, TCAD, 4-bladed Hartzells, Dual VCRs, Part 135, SIDs complete! 247 SPOH! 1799 SMOH, 9853 TT. Leaseback wanted!**Reduced to \$1,495,000!**



1980 Cessna R-182RG – Dual KX-165s with dual glideslopes, KCS-55A HSI! KLN-90B GPS, 300A autopilot, updated interior, Rosen visors, Tanis heater, 275 SFOH, 7490 TT.....**\$89,500**

1969 Piper Cherokee 6-300 – 5025 TT, 1485 SMOH, Dual MK-12D NavComs, ADF, Narco 890 DME, GX-50 GPS, Autocontrol III with S-Tec 30 Altitude Hold, WX-900 Stormscope, Knots 2U, 7 seats, Clean.....**\$69,900/trade**

1977 Piper Archer II - 7000 TT, 2468 SFOH, KX-170B with glideslope, MX-170C Digital NavCom, KR-86 ADF, Garmin 327 Transponder, 150XL GPS, Autocontrol IIIB, 10/09 annual!.....**\$37,500**

1979 Piper Seneca II – Color radar and stormscope, GPS, HSI, 3-bladed hot props, club seating, 135-maintained, 7150 TT, 1795/150 SMOH, 870 SPOH. Leaseback wanted! ...**\$149,950!**

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SUDDEN DEATH FROM PAGE 11

Interestingly, a problem that is bigger than that of sudden death is that of "subtle incapacitation." Many years ago a friend of mine was flying a DC-9 as first officer when Orlando approach called out: "FastAire 123, turn left 090." The captain who was flying the plane, didn't respond – he just kept looking straight ahead.

Approach said again: "FastAire, left to 090." Again, no response. My friend called out "My airplane," and completed the flight uneventfully. Upon deplaning, the captain seemed OK. It turned out the problem was alcohol withdrawal. The captain got a free ride back home in seat 38E. Had this been a tight approach to minima, the outcome could have been different.

STUDENT FOLLOWS HER DREAM FROM P. 43
pilot. "Either way, I will fly one way or another, if not for the Air Force, I will pursue my own private pilot's license," Michelle proclaimed. "Now that Northland will be adding the Unmanned Aircraft Systems program in the spring of 2011, I am also considering staying one more year.

EUGENE ANDREOTTI FROM PAGE 48

he joined the Minnesota Air Guard and his military duty spanned 36 years, but didn't end with his retirement in 1981. He was a founding member of the CAF and continued to procure and restore the CAF's WWII

So how can we ensure that a pilot won't die suddenly? We can't. We just have to make the risk as low as possible. And if you are flying with another pilot as pilot in command, you want to be sure that he or she is on top of things and that there is no evidence of even subtle problems in performing pilot duties.

And of course you, as a pilot, have an obligation to look at your own risk factors and reduce them as much as possible. I suggest you review the FAA's I'M SAFE criteria.

Illness: Do I have any symptoms?

Medication: Have I been taking prescription or over-the-counter drugs?

Stress: Am I under psychological pressure from the job? Worried about financial matters, health problems or family discord?

My options are open at this point," said Daniels.

Northland College's Aviation campus encompasses 87,000 square feet under one roof. The campus is ideally located on-site at the Thief River Falls Regional Airport, which allows for real-life experiences in aircraft run up. Students receive

warbirds.

In 2000, Andreotti received the Charles Taylor Master Mechanic Award for 50 years of outstanding achievement in aircraft maintenance. He was the first non-flying crew member to be inducted into the

Alcohol: Have I been drinking within 8 hours? Within 24 hours?

Fatigue: Am I tired and not adequately rested?

Eating: Am I adequately nourished?

In addition, I would add the importance of addressing any significant risk factors to your health – lack of exercise being one of the main ones. I won't even mention smoking; nobody is stupid enough to do that these days if they value their health.

All of this doesn't guarantee you won't have a problem, but it's a good starting point and reduces the risk.

The Doctor's Thought for the Day: "You should always follow your doctor's advice. That won't guarantee you'll live longer, but it may seem a lot longer!" □

hands-on training in modern and well-equipped facilities.

For more information on the Aviation Maintenance Technology program at Northland Community & Technical College, call 218-683-8802 or visit www.northlandcollege.edu/aviation. □

PRIESTER EXECUTIVE FROM PAGE 53

Airport when she was a key staff member at Priester Aviation. Prior to her involvement with Priester, Ester worked for the War Department at the Joliet Ordnance Plant.

In 1945, Ester became the administrator of the flight training program at Palwaukee Airport. By 1953, the airport had expanded to the point where Ester devoted her energies entirely to an administrative role, coordinating projects such as the creation of the dual runway system and runway paving as the growing airfield
62 APRIL/MAY 2010 MIDWEST FLYER MAGAZINE

prepared for the coming increase in jet traffic. In addition, Ester supervised the maintenance of airport buildings, the control tower as well as the construction of new hangars.

Over the years, Ester has served in an advisory capacity to the FAA, was president of the Prospect Heights Chamber of Commerce and was a founding member of "Voices of Illinois," which later became known as the Illinois Aviation Trades Association. Among the many awards Ester has received include the Palwaukee Airport Pilots Association

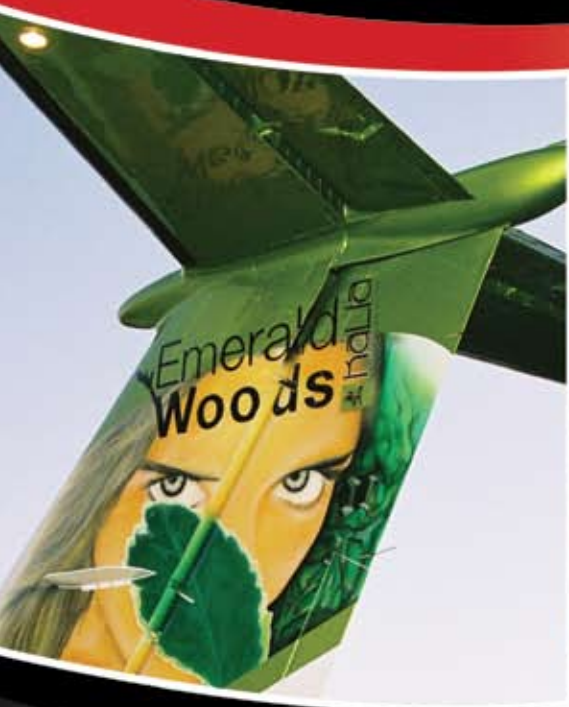
Distinguished Service Award, the Business and Professional Women's Award, and the Cook County Sheriff's Senior Medal of Honor. Ester has logged over 4000 flying hours while holding several pilot certificates and ratings. She is also a member of the Illinois Aviation Hall of Fame.

Chicago Executive Airport, an intergovernmental cooperative of the City of Prospect Heights and the Village of Wheeling, is a major aviation facility catering primarily to general aviation and the corporate aviation user. □

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