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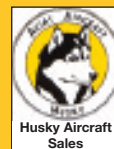


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Differences In Flying, FBOs & Airport Management

by Dave Weiman

You can tell from the cover photo, there is more on tail-wheel flying in this issue of *MIDWEST FLYER MAGAZINE* (see American Legend Aircraft Company on page 6, Ask Pete on page 9, Transitioning to Taildraggers on page 10, Central Wisconsin FBO on page 12, and Maule Tailwheel Training on page 41). If you don't already have your tailwheel endorsement, what are you waiting for (see flight schools on pages 10 and 12).

Amidst the challenges of operating a fixed base operation, are the rewards, and in this issue you will read about one man and one woman who love the business, but realize that to stay in business, they have to emulate successful non-aviation businesses (see "Central Wisconsin FBO Says He's Living His Dream" on page 12, and "Aviation Must Adapt To Change To Stay Alive!" on page 40.)

The maintenance and expansion of our great airport system is always a top priority of *MIDWEST FLYER MAGAZINE*, and we hope you enjoy the airport-related articles beginning on page 17. You will read about both an airport manager in a rural Wisconsin community, who devoted her life to aviation for very little financial reward. You will also read about an airport executive in the Twin Cities, who convinced his airport commission that banning air shows from reliever airports was a good thing for general aviation (see page 19).

Features include articles on a unique FBO in North Dakota's wheat country (page 22)... a fun group for women pilots called "Babes & Airplanes" (page 24)... a one-day flight which involved landing at all paved public-use airports in Wisconsin to raise money for charity (page 26)... and why one hangar door manufacturer in Minnesota uses his customers as his right arm in R&D (page 30). All of this and more, in this issue of *MIDWEST FLYER MAGAZINE*.



dialogue

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COVER STORY

American Legend Aircraft Company

Takes Occupancy In New Production & Delivery Facilities



The American Legend Cub

SULPHUR SPRINGS, TEXAS – American Legend Aircraft Company has announced the company has taken occupancy of its new manufacturing and delivery facilities on Sulphur Springs Municipal Airport (KSLR) in Sulphur Springs, Texas.

American Legend Aircraft Company is a manufacturer of recreational aircraft that meet Light-Sport Aircraft certification requirements. The American Legend Cub is a two-place design derived from the classic Cub. A variety of options are available including choice of interior, avionics, paint, engine, wheels, floats, lighting, propeller, and more. The Legend Cub is a certified light-sport aircraft that delivers a fun, affordable flying experience for pilots and passengers alike.

Ground-breaking for the new facility took place in November 2005. Construction was completed in mid-July 2006. The construction comprises two buildings: a 20,000-square-foot hangar and an adjacent 5,000-square-foot hangar. The larger structure is being used for aircraft fabrication, assembly, and R&D for future projects. The second hangar is being used for sales and marketing. American Legend will continue to use a 21,000-square-foot hangar under lease. The company's manufacturing and delivery facilities total more than 45,000 square feet.

Presently, American Legend produces six aircraft per month. With the new facilities, production capacity could easily double as the company adjusts to market demands. The current base of 50 employees will be expanded as production capacity increases.



Among the paint schemes offered by American Legend is its "Legend Combat" – with military paint and markings. The Legend Combat's design is reminiscent of the historic Piper L-4, L-18 and L-21 produced as liaison aircraft for the U.S. Army and Air Force from 1942-62.

American Legend offers the new Legend Cub and Legend Combat with a variety of standard features including doors on both sides of the fuselage, an aircraft electrical system with starter, fuel storage in wing tanks, a 3-inch wider cabin, and the 100-hp Continental O-200 engine.

American Legend has recently selected LetsFly.org to provide shared ownership opportunities for the Legend Cub. They are now offering fractional ownership shares in factory new Legend Cubs. The arrangement will provide first-time buyers, and those with limited resources, the opportunity to become involved in aircraft ownership.

There are now 50-75-100 reasons to celebrate the Legend Cub: Production begins on the 50th American Legend Cub having started production in the fall of 2004. Cubs have been in production for 75 years. Beginning with the Taylor Aircraft E-2 Cub and continuing today with the American Legend Cub, this aircraft type has been in production for more than 75 years.

Continental Motors has been producing engines for 100 years, and the Continental O-200 was the first powerplant to be installed in the aircraft, but American Legend has also completed its first Jabiru-equipped Legend Cub.

A Jabiru-equipped Legend Cub sports a 120-horsepower, 6-cylinder, Jabiru 3300A Aero Engine. The Jabiru 3300A is built around a lightweight aluminum block. The Jabiru-equipped

Legend Cub offers customers lower fuel burn, and smoother, quieter, and higher performance. These performance advantages translate into greater useful load, shortened takeoff distance, and an increased rate of climb.

For further information on the Legend Cub, contact American Legend Aircraft Company at 1810 Piper Lane, Sulphur Springs, Texas 75482; call 903-885-7000; or log on to www.legend.aero. □

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It's hard to find a more flyable and enjoyable aircraft in all the years of aviation history. The Legend Cub from American Legend Aircraft Company brings enjoyable flying to a new dimension. Thoroughly modern in its design, materials and added features, the Legend Cub blends the best in history with the best of today. It's still possible to fly low, fly safely and fly for fun. It's just hard to find an aircraft that does all this better than a Legend Cub.

So grab the stick and enjoy the view. Your new Legend Cub will show you how the idea of stick, rudder and great fun takes on a new dimension. Call today to take delivery of your Legend Cub.

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Ask Pete!

by Pete Schoeninger

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Pete Schoeninger

Q: I recently read a report that said 50 years ago, when most primary instruction was in tail-wheel airplanes like Cubs and Champs, students soloed after 8 or 10 hours of instruction. Now, in mostly tricycle gear trainers, they seem to take twice as long?

A: Students of today have lots more to learn before soloing than students from previous decades, such as communications, and navigation and transponder avionics operations, flaps to raise and lower, sometimes fuel pumps to turn on and off, plus they need some knowledge of cross-country procedures, night flying, and instrument flying. In those wonderful old trainers, there were no radios of any kind, nor transponders, nor flaps, and fuel was usually from one tank and fed by gravity.

Q: In cases of forced landings, often the engine is found to operate normally after landing. Any idea why?

A: Probably the most common source of forced

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ON THE COVER: The American Legend Cub meets Light Sport Aircraft (LSA) certification requirements. Read about the 50-75-100 reasons to celebrate this fun, two-place aircraft beginning on page 6. Flying the Legend Cub is Kurt Sehnert of American Legend Aircraft Company.

Photo by Jim Wilson Photography

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landings is "fuel starvation," either by actually running out of gas, or fuel mismanagement, either of which is self evident. If there is an actual mechanical problem, such as massive internal breakage, a plugged fuel line, etc., the engine will not operate normally on the ground or in flight. Have you guessed the answer yet? CARB

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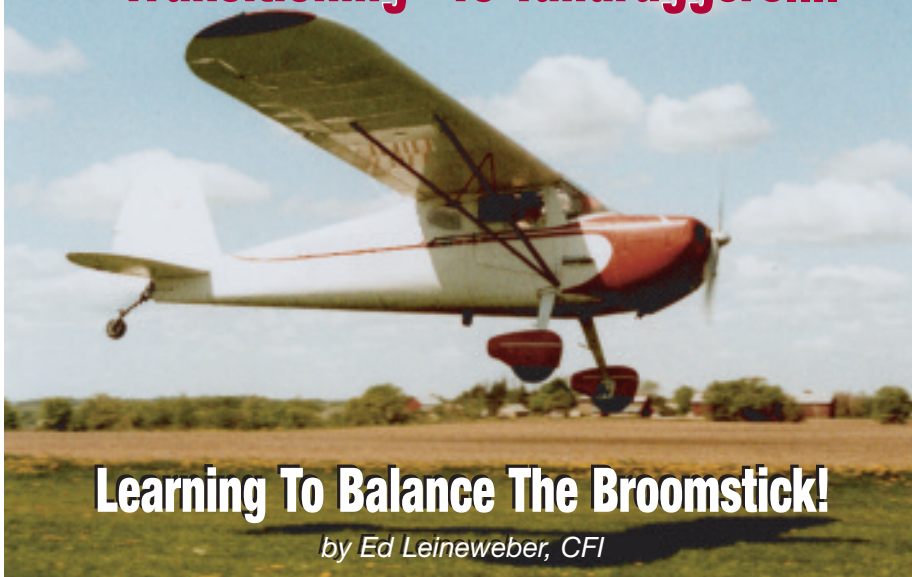
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"Transitioning" To Taildraggers....



Learning To Balance The Broomstick!

by Ed Leineweber, CFI

"You're learning to fly the hard way," said an old aviation salt to my Sport Pilot student who had recently purchased a J-3 Cub. I thought of this the other day when a primary student in his own Cherokee was learning crosswind landings in a stiff quartering

headwind. Late on the rudder, necessary to align the longitudinal axis with the runway centerline, we touched down in a nasty crab. The venerable old bird lurched against the side-loaded gear, and instantly straightened out. Due to the C.G. location behind the main gear, the

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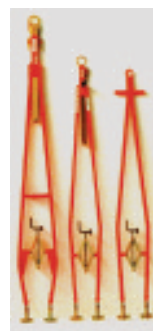
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Cub (or any other tailwheel aircraft) would have swapped ends in an instant, while heading for the weeds via the nearest runway light. I know this from my own experience in transitioning to taildraggers, after over a quarter century of flying tricycle gear planes.

“Transitioning” might be a little too mild a way of expressing the process by which a pilot, trained after tailwheels truly were “conventional,” learns at a later stage of his or her flying career the precision necessary to safely maneuver these critters from the runway to the firmament and back again without incident. I’m not sure what words might express it better, but “baptism by fire,” “trial by ordeal,” and “epiphany,” all come to mind. But however more aptly named, the metamorphosis from piloting only nose-wheel airplanes to taildraggers is exciting, challenging, and rewarding. It is really true that flying tailwheel airplanes makes us better pilots, no matter what we normally fly.

When I was undergoing my own baptism into tailwheel flying a while back, which lasted long after the tailwheel endorsement was in my logbook, my front seat passenger, who is a brave and trusting woman, said she could gauge the quality of the landing by emanations from the back seat. Silence was good, usually followed by an uneventful rollout. Cuss words or sounds of caught breath from rapid inhalation usually meant that a scary swerve, or worse, was imminent. Thankfully, that stage passed without aircraft damage or personal injury, although I do own a runway light at the local airport.

I don’t mean to make this sound harder than it really is. After all, the tailwheel veterans will say, everybody used to learn this way. While that is true, yesteryear’s pilots didn’t learn in today’s airport environment, with its paved, one-direction runways, drainage culverts, and those pesky runway lights. And they didn’t have to overcome the lax techniques

caused by years of flying the much more forgiving nosewheel airplanes.

Many of us fly for the challenge -- for the pleasure that comes from getting really good at something. We pursue additional ratings and certificates, not just because it makes us better, safer, more capable pilots, but because we love to learn more about aviation. Flying combines the rapid application of a vast store of technical knowledge and past experience, judgment, and precise hand-eye coordination into performance skills, which are almost athletic. In few aeronautical situations is this truer than in skillfully landing a taildragger.

Piloting an aircraft involves managing the intersection of weather, aerodynamics and mechanics. Tailwheel flying distills this task to its essence. In this context, weather comes down to wind, aerodynamics to center of gravity and momentum, and mechanics to precise manipulation of aircraft controls, especially on landing. While all of these factors cer-

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tainly also pertain to flying nosewheel aircraft, the best laboratory for nailing this down is the cockpit of a taildragger.

For those of us who had no tailwheel time logged before April 15, 1991, the effective date of FAR 61.31, dual flight instruction and a logbook endorsement are required to solo a tailwheel airplane. The CFI must certify that the pilot is competent in normal and crosswind takeoffs and landings, wheel landings, and go-around procedures. Although a primary student may legally solo a tailwheel airplane in the course of his or her training for the first pilot certificate sought, there is no provision in the FARs for a certificated pilot transitioning to taildraggers to solo before obtaining the FAR 61.31 endorsement.

A good tailwheel transition program involves about 2 to 4 hours of ground school and about 10 hours of dual flight instruction, although the actual amount for a given pilot will

depend on many variables, including pilot aptitude and training frequency. The CFI should not sign off on a new tailwheel pilot until he or she is satisfied that the pilot can handle crosswinds of moderate velocity safely.

It's been said that landing a taildragger is like balancing an upside down broomstick in the palm of your hand. While the analogy is apt to a point, the task of tailwheel landing is,

of course, much more complex, with many variables and dynamic forces acting on the aircraft all at once. The successful mastery of this complex task was an irresistible challenge to me, and can be for you if you are eager to expand your aeronautical skills.

For additional information call Aeronautical Adventures, LLC: 608-604-6515.



The staff of Wausau Flying Service (L to R) Robert Fenske, Jordan Brost, John Chmiel, Wyatt Chmiel (son), Angela Uhl-Chmiel, Izzy Uhl-Chmiel (daughter), and Jeff Welch.

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Central Wisconsin FBO Says He's Living His Dream

by Dave Weiman

WAUSAU, WIS. — It takes an investment of time in people to be a successful flight instructor, and John P. Chmiel, owner of Wausau Flying Service, Inc. (WFS), Wausau, Wis., understands that. He also knows that he will probably never get rich being in the FBO business, but likes the challenge, and more so, the people.

One of 500 Master Flight Instructors in the country, Chmiel is a second-generation pilot. His father worked at the Merrill and Rhinelander, Wis. airports as an aircraft technician where young Chmiel spent his summers working as well.

Growing up in Hayward,

California, Chmiel got his first aviation job at Aviation Training, Inc., washing airplanes at the Hayward Airport (HWD). "My bicycle was my mode of transportation then, and I rode it 7 miles each way most days during the week," said Chmiel. For the next 5 years, Chmiel worked there and at other FBOs on the airport as a fueler, fantasizing that the FBOs and airplanes were his own. He took some flying lessons, but most of Chmiel's flying skills were passed on to him from his father flying in his Cessna 172. After high school graduation, Chmiel earned a four-year scholarship in aerospace engineering at Northrop

University in Los Angeles. After 18 months he realized engineering wasn't doing it for him and that the FBO business and airports were really where his heart was.

In 1985, Chmiel moved to Rhinelander and got a job at Rhinelander Flying Service, Inc., where he worked his way up the ranks from part-time lineman to line supervisor, marketing director for Air Direct Charter, and flight instructor. He also got serious about flying and earned all of his ratings while working and learning the FBO business at Rhinelander Flying Service. During this period he purchased a set of banners and started a part-time aerial advertising business serving Central Wisconsin and the Michigan Upper Peninsula.

In 1991, Angela Uhl was employed by Rhinelander Flying Service as an Air Direct Charter coordinator.

In the summer of 1992, the contract to manage and provide FBO services at Wausau was available. This was John Chmiel's opportunity. He and his co-worker, Angela Uhl (now his wife) at Rhinelander Flying Service, convinced the owner, Charlie Turner, to go for the contract. "Long story short, we got it," said Chmiel. "I've been doing what I've always wanted to do ever since."

There have been some great ups and some downs, but Chmiel says that he wouldn't trade being in the FBO business for the world!

In 1993, Angela became an FAA Testing Center Supervisor. Besides regular management responsibilities of the FBO, she is also the company's finance director, and responsible for all of the training and facilitating of the FAA exams administered by WFS.

John Chmiel has since accumulated 3,000 flight hours, and a slug of pilot certificates and ratings including Commercial Pilot ASEL, Instrument Airplane, and Certified Flight Instructor ASEL. He is also an FAA Knowledge Exam Test Proctor, Aviation Safety Counselor (Milwaukee FSDO), holds the Pilot Proficiency Award Program Wings I, II, III and IV, and is a Master Flight Instructor (NAFI).

Angela handles the money. Robert Fenske handles pilot services, advanced pilot training, and Cirrus pilot training. Jeff Welch does primary/recurrent training and ground schools.

Robert Fenske earned his Private Pilot Certificate at Wausau Flying Service, Inc. in 1999. For the next two years he attended flight school at Fox Valley Technical College in Oshkosh, Wis., and began flight instructing at WFS in 2002. The majority of Fenske's time at WFS is in advanced flight instruction and pilot services for local companies. He flies a Cessna 310 for Air Direct Charter, a Cirrus for Wausau Supply, a Cessna 337 for Gordon Aluminum, and an A36 Bonanza for Kocourek Chevrolet. Fenske holds a Commercial Pilot Certificate ASEL, ASES & AMEL, Instrument Airplane, CFI, CFII, MEI, is a Cirrus Standardized Instructor, and has 2775 hours total time.

WFS instructor Jeff Welch earned his Private Pilot Certificate at Wright Aero, Inc. in St. Cloud, Minn. in 2002. While taking some time off from college and after being activated with the Army National Guard, he worked on his Instrument Rating at Westwind School of Aeronautics, Deer Valley, Ariz. For the next 3 years, Welch attended college at St. Cloud State University in St. Cloud, Minn., and began his aviation career as a flight instructor at WFS. His duties include all primary flight instruction and ground schools. Welch holds a Commercial ASEL & AMEL, Instrument Airplane, CFI, CFII, and MEI.

Todd Littfin and Neal Torney handle fuel quality and line services. Both Littfin and Torney are pilots and Chmiel thinks that line personnel have to be able to think like pilots in order to provide good line service. "If you're a pilot, then you know how it feels to get out of an airplane after a long flight," says Chmiel. "I concentrate on tail-

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wheel training, adventure ideas, promotion and airport management. We apply the pilot CRM philosophy to our team approach of operating WFS. Everyone on the team is important to our success. Working together, we have synergy."

WFS has concentrated on producing pilots, selling fuel, and managing the airport. Since 1992, Wausau has gone from 29 to 65-plus aircraft on the field. The city has doubled the T-hangar space from 20 to 40 since 1992.

WFS created a hangar development area and has had six private hangars constructed since 2000. The City of Wausau built another 100 X 100 ft. heated hangar. Local businesses like Wausau Supply Company, Wynn O. Jones & Assoc., River Valley State Bank, Gordon Aluminum, and K&A Manufacturing have purchased aircraft and base them at Wausau. "We're at the point where we need to seriously consider another 100 X 100 ft. hangar," said Chmiel. In the last two years, WFS has been doing more pilot services for its based customers and businesses in the community.

Chmiel grew up at small airports like Merrill and Rhinelander, and flight instructors were always his heroes. His biggest inspiration has always been his father. "He's the greatest airplane mechanic I know and the smoothest pilot," said Chmiel. "He sets the highest standards and has the discipline to attain them. Dad taught me that if you always follow the rules and try your best, you'll always sleep at night, and he is right."

Duffy Gaier in Marshfield, Wis., is also one of Chmiel's role models. "As



Youth Flight Camp participant Steven Nicklaus with John Chmiel flying a You-Control model airplane.

an examiner, Duffy really knows how to put people at ease, and that's a talent that I really would like to have."

But without his wife, Angela, Chmiel says WFS wouldn't exist.

"It's been a team effort from the word go and we've done everything together, from running a business to raising a family, side-by-side for 14 years. I can't imagine going to work every day without her."

Wausau Flying Service, Inc. is one

of the last real "Mom & Pop" FBOs in the country, and Chmiel says that when an operator also wears the hat of airport manager as he does, he is really an ambassador for their city.

"We try to represent Wausau to all our transient customers," says Chmiel. "We try our best to provide good service to everyone. The heart of our business is fuel sales, but our soul is in flight training. If you don't create pilots, your airport will die a long, slow death. Creating new pilots has been the key to making Wausau Downtown Airport what it is today."

Chmiel says that to make it in the FBO business, WFS went out of the FBO business a long time ago and got into the "adventure" business.

Examples of WFS adventures have included: Seaplane Adventure (introductory flight); Helicopter Adventure (introductory flight); Survival Adventure – a field trip to FAA headquarters in Oklahoma City, Okla., for the FAA CAMI for survival training and flight physiology course; Simulated Adventure – introductory flight training course in a simulator at Proficient Flight; Glider Adventure (introductory flight); and Canadian Adventure – a weekend flight to a destination in Canada and return to learn customs procedures. The WFS Canadian Adventure this year will include the circumnavigation of Lake Michigan. The best part of all these activities is the camaraderie with fellow aviators and the friendships participants make, says Chmiel.

But there's more! Employees volunteer at schools to teach aviation through model building, simulator

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training and working with an elementary school program called "48 States Across America." WFS also holds a "flight camp for kids, and sponsors a model aviation program called The Sky's The Limit along with the Wausau R/C Sportsmen.

When possible, WFS tries to partner with other FBOs to expose their customers to different aspects of aviation that they wouldn't normally have access to in Wausau.

"Our airport always has something cool going on," says Chmiel. "Syd Cohen currently has a WACO CG-4 glider fuselage that he and volunteers are restoring for a museum in Iron Mountain, Mich. Other restoration projects include a Stearman, Taylorcraft, and Cub, and there are at least three homebuilt projects in progress in the area.

On Fridays year-round, all the aviation enthusiasts get together for Lunch Club.

In the summer, WFS has "Putt-Putt Patrol." Pilots from area airports gather, eat their brown bag dinners and then go flying. It might be to another airport 15 miles away, or a round-robin sightseeing tour, but they are done by sunset.

In the winter, they gather at Syd's hangar every Tuesday night, and watch a classic aviation film. Chmiel says they have enough movies in their collection that they won't have to see a re-run for 5 years!

Of course, like other airports, WFS holds a fly-in in January. In July, they also have a balloon rally.

Chmiel says that his greatest day in

his FBO career was the day in 2003 the National Air Tour came to Wausau.

"I enjoy aviation history and Wausau has a lot of it," said Chmiel. "I've read many books and articles about the National Air Tours of the 1920s and '30s. I thought it would be really cool if somehow it could be recreated again, and that's what Greg Herrick of Minneapolis did with the National Air Tour of 2003."

2003 was also the 75th anniversary of former Wausau Airport Manager John Wood's victory on the 1928 Air Tour.

In July of this year (2006), the American Barnstormers Tour came to Wausau. Along with the Barnstormers display, WFS had a swing dance – John Greiner's 14-piece Swingshift Big Band and the Starlite Serenaders.

The most unpleasant part of the FBO business is the accidents, Chmiel said.

"I am motivated during each flight lesson to do my best to try to prevent aviation accidents from happening," said Chmiel. "I take this attitude with me on each flight lesson I teach."

When asked what he has done to promote general aviation, Chmiel's response is "Wow! Just check out our website www.flywausau.com. We have a monthly online newsletter called CONTACT! Anyone can subscribe. Just email me at taildragger-flyer@yahoo.com."

Chmiel's future plans include instructing aerobatics, and to create a more active charter customer base. He also wants to become a Designated

Pilot Examiner, and keep producing pilots and building hangars at AUW.

And still further into the horizon, Chmiel says that he would like to have aircraft maintenance on the field, either through WFS or another company.

Eventually, Chmiel would like to hand the reins over to his kids so he and Angela can get some more fun flying time in!

Since Chmiel is living his dream, he feels that he is a very lucky person.

"I've always wanted to do this, so it has never been about the money for me," says Chmiel. "For me, aviation is a lifestyle. Our customers are our friends. The airport is a great place to work, have fun and raise our kids. We try to focus on what we enjoy doing, so the rest just takes care of itself."

For additional information on Wausau Flying Service, call John Chmiel at 715-845-3400 or visit their website: www.flywausau.com. (See WATA Difference on page 40 for John Chmiel's perspective on issues facing the FBO industry.) □

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Technical FAR Violation For Failing To Follow A Manufacturer's Manual Isn't Necessarily Grounds For Revocation

by Greg Reigel
Attorney At Law

The National Transportation Safety Board (NTSB) recently affirmed a six-month suspension of a repair station's certificate for FAR violations, one of which was the repair station's alleged failure to follow a manufacturer's service instructions.

In *Administrator v. Millenium Propeller Systems, Inc.*, the FAA was seeking revocation of Millenium's air agency certificate, which included propeller, limited-specialized service, and limited non-destructive inspection ratings based upon eight counts alleging a variety of FAR violations. Count Four of the FAA's complaint alleged that Millenium did not comply with McCauley's overhaul requirements when it overhauled a propeller and returned it to service, in violation of FAR 43.13(a)11 and (b)12 and 145.57(a)13. After a hearing, Judge Mullins found that Millenium had failed to comply with the manufacturer's instructions, but that Millenium's failure was only a "technical" violation. Based upon this violation and the other violations proved by the FAA, Judge Mullins suspended Millenium's certificate, rather than revoking it. Both Millenium and the FAA appealed Judge Mullins' order.

On appeal, Millenium argued that it could not have safely followed the McCauley manuals instructions with regard to installing counterweights on the propeller, because McCauley's instructions were incorrect and resulted in an unsafe propeller. Millenium relied upon a "Letter of Correction" issued by McCauley that subsequently revised the installation instructions and expert testimony as proof that it was correctly installing the counterweights, despite the contrary instructions published in the manuals.



Greg Reigel

Based upon this evidence, Millenium asked NTSB "to make a policy decision regarding whether a repair shop's completion of what the shop deems a 'safe' repair may override a manual's contrary instructions."

NTSB refused to make such a policy decision. Although it agreed with Judge Mullins that Millenium's conduct was only a "technical" violation based on the mis-installation of the counterweights, it stated that "Respondent did not use the methods, techniques, and practices described in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by McCauley, or other methods, techniques, or practices that the Administrator had accepted." As a result, NTSB affirmed the finding of violation.

One of the issues appealed by the FAA was the sanction imposed by Judge Mullins. The FAA argued that six months was an inadequate sanction, given Millenium's "apparent indifference toward FAA regulations regarding repairs and alterations of propellers." The FAA took the position that Millenium's certificate should be revoked because it lacked qualifications necessary for maintaining an air agency certificate, and that NTSB was required to defer to this sanction policy of imposing revocation upon a certificate-holder in cases involving a lack of qualification. Fortunately for Millenium, NTSB disagreed with the FAA's arguments.

NTSB noted that lack of qualification is a factual finding that does not command deference and went on to state that the FAA had presented no evidence upon which to reverse Judge Mullins' finding that Millenium's violations did not demonstrate a lack of qualification. It concluded that "[the Administrator's argument that revocation is appropriate in light of the published sanction policy guidance, which mandates revocation when a respondent lacks qualifications, avoids the real issue of whether respondents violations in fact demonstrate a lack of qualification. In this regard, the Administrator has not cited any sanction policy guidance or case law that identifies revocation as the only appropriate sanction for the violations at issue here."

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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"Imagine" Sculpture Dedicated To Parods



The sculpture, "IMAGINE," was dedicated July 1, 2006 at Cable-Union Airport, Cable, Wis., in memory of Carl and Libby Parod.

Photo Courtesy of Dragonfly Studio

CABLE, WIS. – When longtime Cable Union, Wis. airport (3CU) manager, Libby Parod, passed away in June 2005, airport chairman Hans Rasmussen and his wife, Lynne, wanted future generations to remember the contributions Parod and her late husband, Carl, made to aviation and the community, so they commissioned a sculpture to be built in memory of the Parods. It was dedicated July 1, 2006 with about 60 friends and relatives present.

The sculpture entitled "IMAGINE," is made of stainless steel, and was designed and fabricated by well-known local sculptor Sara Balbin at her Dragonfly Studio in Drummond, Wisconsin. "IMAGINE" utilizes stainless steel images of two trumpeter swans and a Stearman biplane with a 5 ft. wingspan mounted on large glacial boulders. Together, they present multifaceted images of flight. The biplane brought the Parods to the Cable area. A smaller rock nearby has

an inscription etched into a feather of brushed stainless steel. The whole display is near the entrance to the airport from the main road, next to the old cinder-block hangar.

The Parods were married in 1943



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in Chicago, and moved to Cable in 1949 where they developed the Cable Union Airport. Carl Parod died in 1959, but Libby Parod continued to manage the airport for the next 46 years single-handedly. It was not uncommon to see her fueling aircraft barefoot, but she could doll-up with the best of them for special occasions, too.

Libby Parod was featured in *People Magazine*, named "Aviation Person of the Year" by the Wisconsin Aviation Conference in the mid-1980s, and inducted into the Wisconsin Aviation Hall of Fame in 1994. She received her Private Pilot Certificate in 1942 in Chicago.

Contributions to help defray the cost of the sculpture can be directed to Hans Rasmussen at 21330 Cty Hwy M, Cable, WI 54821.

For further information about the artistic endeavors of Sara Balbin, visit www.sarabalbin.com. □



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Osceola, Wis. To Get Longer Runway

OSCEOLA, WIS. – The runway at L.O. Simenstad Municipal Airport (OEO) in the northwest Wisconsin community of Osceola, will be extended from 3,862 to 5,000 feet to better accommodate business aircraft, thanks to more than \$4.5 million in

federal, state and local funds. The federal government provided \$4.4 million with the remainder coming from the village and state.

“Extending the primary runway to 5,000 feet will accommodate the growing economic needs of the L.O. Simenstad Municipal Airport and will position the entire region for addition-

al economic growth in the future,” Wisconsin Gov. Jim Doyle said in a written statement.

The project is part of the Grow Wisconsin plan, which calls for strategic investments in the state’s transportation systems to support economic development. About 19,000 aircraft land and take off annually from the airport. □

Lindbergh Terminal Station Up For National Award

MINNEAPOLIS, MINN. – The Minneapolis office of HNTB Corporation is a finalist in the American Council of Engineering Companies’ 40th annual Engineering Excellence Awards competition for leading the design of twin light rail transit tunnels and the Lindbergh

Terminal Station at Minneapolis-St. Paul International Airport.

ACEC is the Washington-D.C.-based engineering industry association representing the business and political interests for owners and principals of approximately 5,500 independent engineering companies throughout the United States.

The two 1.8-mile-long, 21-foot-diameter tunnels for the Hiawatha

Light Rail Transit line are the largest machine-bored tunnels in Minnesota, while the 2,520 square-foot station at Lindbergh Terminal is the state’s largest underground public structure. Challenges included mining the two tunnels and station 65 feet beneath an active airport in challenging geologic conditions, and coordinating the project with other components of the airport’s \$3 billion expansion program. □

Dedicated Aviation Trust Fund Is Back In Iowa

DES MOINES, IOWA – The 2006 Session of Iowa’s 81st General Assembly came to a close May 3, 2006 with a big bang for aviation! “After years of listening to the Iowa aviation community voice concerns about aviation revenue diversion to the Iowa General Fund (HF2782), the Iowa legislature has heard the message and created a dedicated State Aviation Fund for aviation programs,” said Michelle McEnany, Director of the Iowa DOT Office of Aviation.



Michelle McEnany

According to McEnany, revenues from aircraft registration and aviation fuel taxes will begin to flow into the State Aviation Fund beginning in July 2007, and will be subject to annual appropriations by the legislature. For FY2008, 50% of the registration and fuel tax revenues will flow into the fund, and beginning in FY2009, 100% of the revenues will be deposited. This is a huge victory for the Iowa

aviation community in large part thanks to the efforts of the Iowa DOT Office of Aviation, and Senators Warnstadt and Kettering who spearheaded this effort.

This milestone did not happen overnight and it took a lot of people getting involved and educating the decision-makers. During the last two years, the Iowa DOT Office of Aviation has been invited to the Capitol to educate lawmakers on the uses, benefits, and needs of Iowa’s air transportation system. The Iowa Public Airports Association has been relentless in their efforts to get aviation revenues invested back into aviation. The annual “Day On The Hill” provided a great showing to the legislators on the importance of aviation, the existing revenue stream from aviation, and the need to reinvest in Iowa’s air transportation system. AOPA and NBAA have also made trips to Iowa to represent their association members and educate lawmakers on the importance of aviation in Iowa. In addition, pilots and private citizens have taken a grassroots approach by talking to their legislators. The efforts of these groups have paid off.

For right now, the legislature has

approved aviation funding for FY2007 at increased levels, than originally recommended:

- Aviation Programs: \$564,000
- Commercial Service Vertical Infrastructure Program: \$1,500,000
- General Aviation Vertical Infrastructure Program: \$750,000

Following is a review of additional legislation affecting aviation in Iowa:

New eminent domain legislation was passed. Early versions of the bill (HF2351) placed very strict restrictions on the use of eminent domain for airports. The final bill was somewhat more digestible, allowing airports to utilize eminent domain outside of city limits without county supervisor approval for expansion and improvements to existing airports. In certain cases, the construction of new airports will be allowed, but may require county supervisor approval.

The Tax Administration Bill clarified the exemption of property tax on airport property owned by a city or county and leased to businesses providing aeronautical services to the public.

Bills were submitted that would increase the use tax on aircraft to 6%, as well as eliminating use tax on casual sales of aircraft. Neither bill made it through the legislature. □

Deputy Airport Director Proposes Policy, Which Now Bans Air Shows From All MAC Airports

MINNEAPOLIS, MINN. – The Deputy Executive Director of Operations for the Metropolitan Airports Commission (MAC), Tim Anderson, proposed at the commission's July 5 operations committee meeting, a formal policy prohibiting air shows on MAC airports. Commissioners claimed that they were interested in all aspects of the issue, including safety, liability, insurance, public relations, and financial, but heard only from one representative of the Reliever Airport Advisory Council who was in support of air shows at MAC reliever airports. Information was apparently not sought from the International Council of Air Shows, the Federal Aviation Administration National Airshow Coordinator, nor from air show producers and airport officials in other large metropolitan areas in which successful air shows are held each year.

Anderson noted that he had been a career military pilot prior to his work at MAC, and that he was a great fan of air shows, but did not feel they were appropriate on MAC reliever airports. He said staff had determined that only Airlake and Lake Elmo airports would qualify to host an air show under FAA airspace guidelines.

Anderson went on to show commission members numerous video clips from national news networks of air show accidents, or accidents by air show performers while training for air shows. He said that although these accidents are statistically rare, they do occur every year, and that MAC needs to put safety foremost by limiting opportunity for accidents wherever possible.

Anderson also stated that some claims of potential revenue have been overstated, and that MAC must retain control of all reliever airports and not risk an air show accident that might prompt cities or legislators to change the status of MAC operating a system of reliever airports.

Glenn Weibel, Chair of the Reliever Airport Advisory Council, told commissioners that he could show videos of airliner accidents, but airliners are still allowed to fly into metropolitan airports, despite the potential for accidents, which would claim many more lives than a small air show airplane piloted by one person, and operating distant from spectators under Federal Aviation Administration guidelines.

Weibel added that the Reliever Airport Task Force had recommended finding additional sources of revenue for relievers and this would be a missed opportunity for both Airlake and Lake Elmo. These two airports run the largest deficit in the system. He concluded that he respectfully agrees to disagree with Anderson.

Also speaking without any knowledge of the air show industry in addition to Anderson was newly appointed MAC Chairman Jack Lanners who said that air shows were great in a more rural setting, but not in the metropolitan area.

Again, there was no mention as to the success of air shows

in other large metropolitan areas including Chicago, Detroit, Los Angeles and Washington, D.C., nor apparently any interest among commissioners to seek out more information before passing policy prohibiting air shows at MAC airports.

The commissioners all voted to pass the following staff recommended action:

"That the Management & Operations Committee recommend to the full commission the adoption of a formal policy prohibiting 'air shows' and air show type flight activity at all of its airports, and that the proper officers of the Commission create and execute the necessary policy document." This action was included in the consent agenda for action at the full commission meeting July 17, and was approved.

It was made clear that this policy will not alter MAC's support of Crystal's Open House, Lake Elmo's Fly-In, and Anoka County-Blaine Airport's Aviation Days in which there are no air show performances.

The MAC policy could be challenged as MAC may control the airports they own, but do not control the airspace above their airports, which is controlled by the Federal Aviation Administration. It is also possible to hold "off-airport" air shows in open areas within the metro area. MAC is also obligated to meet all federal grant assurance requirements for any airport which has accepted federal airport development money, and it could be argued that MAC is discriminating against a form of General Aviation, and therefore in violation of federal law. □

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GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

State Legislation That Protects GA Airports

After more than two years of effort by AOPA and local pilots, there was a victory for Minnesota air-



Bill Blake

ports this spring. Led by State Senators Ann Rest and Mike Jungbauer, and State Representative Mike Beard, legislation was passed in the closing days of the Minnesota legislature that provides for a host of protections for general aviation airports.

However, AOPA had heard that the governor was getting pressure from the real estate community to veto the bill. Kevin Rebman, AOPA Airport Support Network (ANS) volunteer for Minneapolis-Crystal Airport, stayed up nearly all night sending out e-mails asking for support. The next morning AOPA utilized its new advocacy tool, an e-mail system that put out a call for action to Minnesota AOPA members, asking them to contact the governor's office. AOPA President Phil Boyer also sent a letter to the governor. The response

was overwhelming. Governor Pawlenty signed the bill that afternoon.

The new law declares airports an essential public service, making it more difficult to close or put restrictions on them. It withholds funding from any municipality that adopts a comprehensive airport plan incompatible with the state aviation master plan. It requires sellers of real estate to disclose airport zoning regulations that affect the property. And it requires the Metropolitan Airports Commission (MAC) to report annually on the vital reliever airports they operate in the Twin Cities, establishing accountability for their management of those airports.

The AOPA staff had long lobbied legislators for these important airport protections and MAC reforms. Bill Dunn, AOPA vice president of airports, was in the capital on several occasions, testifying before legislative subcommittees in support of these measures. He also met with legislators, local pilots, and ASN volunteers in developing the appropriate strategies. Wouldn't it be great if similar legislation could be implemented in all states?

Every state aviation conference I attended this past year devoted a considerable amount of time discussing "aviation security." A number of different programs are underway at the federal level involving most of the federal agencies familiar to pilots. Many of these programs and others in place are not fully understood by state and local government agencies. A number of states have enacted or are attempting to enact programs that

duplicate these efforts, adding additional cost and burdens to pilots.

Examples of a few federal programs best known to pilots include the Transportation Security Administration's (TSA) "Alien Flight Training Rule," which requires citizenship validation prior to flight training and security awareness training for flight instructors, and the TSA "security guidelines" for general aviation airport security developed with significant input from industry.

The FAA has taken steps to address security by requiring all pilots to carry government issued photo IDs whenever flying and by developing a new "plastic" pilot certificate. They are also in the process of developing a new pilot certificate, which includes a photo, as well as the ability to store biometric information.

The aviation community has also played a significant role in aviation security with programs such as AOPA's Airport Watch. Developed in coordination with TSA, Airport Watch continues to be a cost-effective way the aviation community can work together to provide security at the thousands of community airports nationwide. AOPA is re-launching Airport Watch this summer with new materials.

If aviation has been important to you, isn't it time you shared your passion with someone yet to experience the joy of flying? For your benefit, as well as the student's, find a friend to mentor through AOPA's updated Project Pilot.

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

Five Years of Growth Earns Mead & Hunt Top Honor

MADISON, WIS. – The Zweig Letter has designated Mead & Hunt, Inc. as a Five Year Climber. Only four other firms in the country were awarded

this top honor.

In the past five years, Mead & Hunt has leapt 172 places on the Engineering News-Record's top 500 Design firms in the country. In 2005 alone, Mead & Hunt continued to expand nationally by opening new offices in Portland, Oregon, Austin, Texas, and purchasing

a firm in Milwaukee, Wisconsin. Mead & Hunt also expanded its line of service to now include the fields of Public Building Architecture and Justice Facilities.

Mead & Hunt, named by CE News as one of the top 10 engineering

CONTINUED ON PAGE 52

Fargo Jet Center

Gives New Meaning To Wheat Country

by Dave Weiman



Photo by Dave Weiman

FARGO, N.D. – Fargo Jet Center, Inc., located at Hector International Airport, Fargo, N.D., has been in business only since 1995, but by the looks of its facilities, and its depth of general aviation services, it is the “Fortune 500” company of general aviation. It is very impressive.

The full-service fixed base operation offers 24-hour service, including charter, FAA-approved repair station, full-serv-

Darren Hall, Director of Marketing, Fargo Jet Center, with a new Cessna 182 Skylane.

ice fuel sales, flight instruction, and new and used aircraft sales and leasing. Fargo Jet Center also provides new Cessna aircraft sales through its subsidiary, Exclusive Aviation. *Where did the investment capital come from to create such a magnificent facility?* You might say it rained down from the heavens!

Patrick Sweeney worked at Weather Modification, Inc. in western North Dakota as a radar and electrical technician since he graduated from college at the University of North Dakota. Weather Modification, Inc. (est. 1961) does atmospheric research and cloud modification or seeding of clouds using silver iodide to increase rainfall or suppress hail. The company is able to save insurance companies in Calgary, Alberta, as much as \$50 million

on hail damage claims annually!

In 1992, Sweeney had the opportunity to buy Weather Modification, Inc., and invited his brother, Jim, who was working in the commercial insurance industry in Boston and Minneapolis, to join him. Jim is now president of Fargo Jet Center, Inc., and Patrick is president of Weather Modification, Inc. Patrick is also a pilot.

Fargo may be the Sweeneys hometown, and it was nice for the brothers to get back. But their decision to locate at Hector International Airport was based more on business, than on nostalgia.

With the upswing in Fargo’s economy, the Sweeneys approached the airport authority to create what is now the North General Aviation Area.

“The airport authority needed a business to commit as a tenant and apply for federal money to expand the airport,” said Jim Sweeney. “Between the airport authority and the Cass County Economic Development Corporation, they gave us some economic incentives to come here.” The North General Aviation Area was initiated in 1996 when the Sweeneys built a new 22,000 square foot facility, there.

Another fixed base operator on the field, Valley Aviation, decided to build a larger facility next to Fargo Jet Center, and the two operators became fierce competitors. In 2001, however, Valley Aviation sold its assets to Fargo Jet Center, and the Sweeneys now either own or lease a total of 200,000-plus square feet of buildings and hangar space.

One business compliments the other, and they are interdependent with one another. Weather Modification, Inc. had the resources to build the initial facility and buy out the other operator, and also had the pilots and mechanics. By establishing Fargo Jet Center, the Sweeneys were able

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(TOP) Fargo Jet Center has a fleet of 35 aircraft, and 30 corporate aircraft tenants.

(RIGHT) (L/R) Jim Sweeney, President of Fargo Jet Center, Inc. with his brother Patrick Sweeney, President of Weather Modification, Inc.



to make full use of their staff, equipment and aircraft, and provide a valuable service to the community.

While Weather Modification, Inc. aircraft are specially equipped with wing-mounted devices for depositing the silver iodide, this equipment and the radar and computer devices on board, can be easily removed so the aircraft can change from restricted

category to standard category.

In addition to their fleet of 35 aircraft, Fargo Jet Center has tenants that hangar another 10 corporate jets and 20 turboprops. They maintain and hangar dozens of single and multi-engine piston aircraft. Another tenant is "Way-Point Avionics, Inc.," and Fargo Jet Center's flight school is

"Flight Academy of Fargo."

Fargo Jet Center works with United Parcel Service (UPS), DHL, all of the commercial air carriers, and was awarded the Defense Fuel Supply Center contract for federal government aircraft that land in Fargo. U.S. Customs and Border Patrol have offices at Fargo Jet Center as well.

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Fargo Jet Center pumps over 3 million gallons of fuel each year, and because of Fargo's location, it is also attracting international traffic.

In 2005, Fargo Jet Center became a Midwest distributor of Cessna aircraft and operate under the company name "Exclusive Aviation," serving Minnesota, North Dakota and Wisconsin through their Fargo and Minneapolis offices.

For additional information on Cessna Aircraft sales and service, call 800-770-0538 (Fargo), or 651-450-6200 (Minneapolis).

For additional information on Fargo Jet Center, refer to their website at www.fargojet.com. For additional information on Weather Modification, Inc., refer to www.weathermod.com. For additional information on Flight Academy of Fargo, refer to www.fargopilot.com. For additional information on Waypoint Avionics, Inc., refer to www.waypointavionics.com. □



Mike Higgins

Exclusive Aviation & Cessna At Fargo & Minneapolis

FARGO, N.D. – Aircraft dealer Exclusive Aviation, the largest aircraft dealer in North Dakota and a CSTAR (Cessna Sales Team Authorized Representative) for Cessna Aircraft Corporation, has offices in both Fargo, North Dakota and Minneapolis. Exclusive Aviation is the only authorized dealer for new piston single-engine Cessna aircraft in North Dakota and Minnesota including the 172R Skyhawk, 172S Skyhawk SP, 182T Skylane, T182T Turbo Skylane, 206H Stationair, and T206H Turbo Stationair. Garmin's new G1000 all-glass integrated avionics system is a Nav III option on all Skylanes and Stationairs.

Cessna is the world's leading producer of general aviation aircraft hav-

ing built over 184,000 aircraft since it began in 1927. Over half of the general aviation aircraft flying today are Cessna aircraft.

"Selling the safest and most proven aircraft in the single-engine arena, along with the Garmin technology, really makes for exciting times of which we are a part of," stated Mike Higgins, sales manager for Exclusive Aviation in Minneapolis. In addition to his responsibilities with Exclusive Aviation, Higgins is on the board of directors with the Minnesota Aviation Trades Association (MATA).

Exclusive Aviation also brokers and is a reseller of previously owned aircraft. Listed aircraft, new and used, can be seen at www.exclusiveaviation.com.

Exclusive Aviation is a subsidiary of Fargo Jet Center, Inc. (FJC). Fargo Jet began its operation in 1995 in the north general aviation area at Hector International Airport, Fargo, N.D. FJC is North Dakota's largest private aviation operation occupying more than 170,000 square feet of owned or leased facilities. FJC operates an FAA Part 135 air taxi service and an aircraft maintenance repair station. In addition, FJC and its affiliates operate a flight school and avionics facility.

For additional information, or to arrange for a demonstration flight in a new Cessna aircraft, contact Exclusive Aviation at 800-770-0538 (Fargo), or 651-450-6200 (Minneapolis). □

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WOMEN IN AVIATION

Babes & Airplanes

by Karen Workman

Wouldn't it be great to have a group of friends you could round up every once in awhile and say, "hey, let's all meet for lunch at (fill in the blank) airport?" You know, friends that love to fly as much as you do and who are willing to check out a new airport just

for the fun of it.

My friend and fellow writer, Myrna, told me about a group worth checking out: "Babes & Airplanes". Isn't that a great name?! It came from a long-ago posting on the AOPA website message board by a Neanderthal pilot who wanted to know where he could get pictures of "good-lookin' babes and airplanes." Well, there are babes and airplanes all over the country... they just hadn't been noticed. And so a lady with moxie gathered up a few friends and took the name "Babes & Airplanes".

And their motto is perfect: "We love to go flying with our friends." Just as simple as that, to go places and have fun. These gals take flying safety seriously, but very little else. Take a look at their website www.babesandairplanes.com. Step 5 of their initiation is a riot: Stick your arms straight out at your sides, and spin around three times while making airplane noises with your mouth, hopefully in front of witnesses. Now, what pilot hasn't been practicing that maneuver since she was a kid??



Not a typical "Babes & Airplanes" Babe-In.

These ladies have fly-ins, too, but they're called "Babe-Ins." Yeah, really! Just informal, get-togethers for girl talk, like, you know, the best crosswind landing we ever made, where to find a DQ within walking distance of an airport, what wine is best for hot-tubbing, etc.

Airplanes: It's who we are and what we love.

For more information, email me at flygirl@direcway.com, or go to www.babesandairplanes.com to find out more about,

Mooney CEO Wins 2006 Air Race Classic

MENOMINEE, MICH. – Gretchen Jahn, Chief Executive Officer of Mooney Airplane Company, and her teammate, Carol Foy, flew a Mooney M20 R Ovation2 GX to victory in the 2006 Air Race Classic. They covered the 2,400-mile transcontinental course from Mesa, Arizona to Menominee, Michigan between June 20 and 22, recording an average speed more than 21 knots higher than their handicapped speed of 174.23 knots. They beat their nearest competitors in the field of 37 aircraft by 1.51 knots.

Flying in her 14th Air Race Classic, Jahn won for the first time. This is her

sixth top 10 finish. She and teammate Chris Bentley finished second in both 1994 and 1995. This was also her second year piloting her Mooney Ovation2 GX, N366GJ, in the race. Last year, she and teammates Ruby Sheldon and Julie Filucci finished tenth over the round robin course, which originated and terminated at Purdue University Airport in West Lafayette, Indiana. Her teammate this year, Carol Foy, was also flying in her 14th Air Race Classic, having recorded three previous top 10 finishes, as well.

The Air Race Classic traces its origins to the original Women's Air Derby in 1929. Following World War II, it was sponsored by the All Women's Transcontinental Air Race

(AWTAR), and known popularly as the Powder Puff Derby. It was held annually until 1977 when the AWTAR discontinued the event. The Air Race Classic, Ltd. (ARC) stepped in to continue the tradition of transcontinental speed competition for women pilots and staged its premier race. The Air Race Classic was reincorporated in 2002 into the Air Race Classic, Inc., a non-profit 501(c)3 organization.

Complete results of the race are available on the internet at www.air-raceclassic.org.

As winners, Jahn and Foy will split the \$5,000 First Place cash prize.

Jahn was named Mooney's Chief Executive Officer in October of 2004. □

Cirrus Owners Meet In Duluth



Cirrus aircraft line the ramp at the Cirrus Design plant at Duluth, Minn., for the fourth annual owners fly-in.

DULUTH, MINN. – Cirrus aircraft owners, pilots and guests landed at the Cirrus Design Corporation factory in Duluth, Minn., June 3-4, for the annual Cirrus Owners & Pilots Association (COPA) fly-in. Some 175 Cirrus planes from across North America showed up for the group's fourth migration home. COPA offi-

cials reported that about 500 people participated this year, counting both vendors and members. European Cirrus owners have held one major fly-in this year in May. However,

COPA has planned additional events in London at the end of June and in July in Toulouse, France. Cirrus manufactures the SR20 and SR22 single-engine aircraft. □

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One State, One Day, 104 Airports... FOR THE KIDS!



Bruce Kaufman and Matthew McDaniel flew Kaufman's Cirrus SR-22 to 104 airports to raise money and awareness for the Children's Hospital of Wisconsin.

by Matthew McDaniel

A passing idea for a "neat" flight became our endeavor to raise over \$10,000 for the Children's Hospital of Wisconsin (CHW), and to set a national aviation record in the process. The National Aeronautics Association (NAA) labels our flight as "The Fastest Time to Visit All the Hard Surface Public Airports in Wisconsin." On July, 17, 2006, this record was officially recognized with a calculated time of 16 hours, 42 minutes and 14 seconds. But, the greater purpose of the flight was to raise money and awareness for the Pediatric Neurosurgery department of CHW.



Kaufman and McDaniels on the ramp at Gran-Aire, Inc., Milwaukee-Timmerman Field.



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On June 20, 2006, we completed the record-setting flight and three days later, we surpassed our financial goal for our charitable cause (via strictly private donations). However, the idea was hatched a couple years earlier and planning really began in earnest about a year prior to our original launch date. The process started simply by tracking down a few Wisconsin State Aeronautical Charts and copies of the Wisconsin Department of Transportation's airport guide. That got us familiar with the specifics of Wisconsin's airports.

We decided the goal would be to visit all 102 paved, public airports in Wisconsin, plus one private airport (WI89 - Lake Geneva Aire Estates), and one military airport (VOK - Volk Field ANG Base) for good measure.

WI89 is a private fly-in community, and was chosen because it is home to Kurt Strong, who provided us with hours of his time and the GPS tracking device necessary to officially record the flight. VOK was included because it is the only paved airport used solely by the military in Wisconsin. The total would be 104 airports and we intended to do it in one day. And we would begin and end our flight from Milwaukee-Timmerman Field (MWC), the original home of the Experimental Aircraft Association (EAA).

We decided we would use the call-sign "Blue Kids One," a play on the hospital's "blue kids" logo. We used flight planning software for determining the shortest routing. Then we went through a long series of route modifications to fulfill other requirements, such as unlighted airports falling within daylight hours only. Time efficiency was a high priority, so quick-turn refueling airports needed to be determined. Then a multitude of other logistics had to be determined and arranged: ATC priorities, FAA authorizations for our call-sign and squawk-code, detailed fuel plan-



A map showing every airport on the Children's Hospital of Wisconsin fund-raising flight plan.

ning, support aircraft and crews, FSS cooperation, challenging airports, safe altitudes, special permissions for the military and private airport, weather planning (before and during the flight), aircraft decals, certified tracking/logging device for the record attempt, etc. That was half the work. The other half was coordinating everyone's schedules and doing the public relations legwork to ensure we met our primary goal of fund raising for CHW.

June 20 was the day everyone's schedules coincided, which held the bonus of offering maximum daylight. The weather gods were smiling on us for sure, even though there was lots of strong weather to contend with. Just as we would get to the edge of it, our routing would have us turning and going away from it. By the time our route had us heading back towards a given area of weather, that weather was dissipating and the worst we ever had to contend with was moderate rain showers.

We only made one change to our entire plan... we pushed our first fuel stop out from airport #31 to airport #32 due to fog lingering at #31. However, the fog had moved away from that airport by the time we actu-

ally got there. So, we were able to do our landing there and then fly on to the next airport to land and refuel.

We started our engine at 4:00 am CDT on June 20, 2006 with a 4:15 am departure from Milwaukee-Timmerman Field, and made our final touchdown back there at 9:10 pm, with shutdown at 9:15 pm. Total time: 17 hours, 15 minutes (includes three fuel stops). Total time in aircraft (engine running): 16.0 hours (hobbs meter). Total miles flown: 2,119 nm (2,437 sm). Average groundspeed: 136.3 kts (156.7 mph). Maximum groundspeed: 196.5 kts (226.0 mph).



Matthew McDaniel and Bruce Kaufman

EDITOR'S NOTE: Pilot Bruce Kaufman, MD is Medical Director of Neurosurgery at Children's Hospital of Wisconsin, and Professor and Chief at the Medical College of Wisconsin. Kaufman owns the Cirrus SR-22 used for the flight, and is an instrument-rated private pilot.

Matthew McDaniel holds his ATP/Master CFII, and currently flies a Boeing 717 for Midwest Airlines in Milwaukee. He also owns Progressive Aviation Services, LLC, which specializes in a variety of services for Cirrus aircraft owners and pilots. McDaniel has been an active CFI for 14 years and has held the Master CFI designation since 2003.

All expenses associated with the flight were donated by the two pilots. One hundred percent of all donations went directly to Children's Hospital of Wisconsin. Donations can still be made by logging on to the website: <http://www.firstgiving.com/romp>. □

"Oh what a tangled web we weave, when first we practice to deceive." (Robert Burns)

by Dr. John Beasley, M.D.

From FAA form 8500 – that flimsy thing you fill out when you get your flight physical: "NOTICE: Whoever in any matter... knowingly and willfully falsifies, conceals or makes any false... representations, or entry, may be fined up to \$250,000 or imprisoned for not more than 5 years or both."

He ran well on the treadmill for his stress test. He had great exercise capacity and despite his history of coronary artery disease, I had little doubt that I could get this commercial pilot a renewal of the Special Issuance for his Class II Certificate. The only problem was that I couldn't get a high enough heart rate to satisfy the FAA requirements.

I personally felt he was OK to fly, and didn't want him to have to go through more expensive testing which in my opinion wouldn't have led to anything useful anyway. I went to bat for him, and called the FAA directly to argue the case that given his great exercise capacity, that he was really OK to fly. No dice. They held the line according to the rules.

It was about two weeks after I sent the FAA a long and formal letter, again saying that I thought he was really OK to fly from the left seat, that I found out that he had not told me that he had an angioplasty 10 days before I did the stress test. He concealed important information from me and from the FAA. I wrote to the FAA and let them know he had not been complete when he filled out the form.

Consequences? Well, I had thought that the good news would be that he would not have to spend any more money on flight physicals. I thought surely that the FAA wouldn't even think about letting him into the left

front seat again. I didn't think the FAA would hit him with criminal penalties on the assumption that they have bigger fish to fry. Nonetheless, to my astonishment, when I went to the FAA website recently, I found he had again been issued a Class II Certificate. Go figure.

Regardless of the outcome, he betrayed my trust. Admittedly, I had made an error in my processing of his application when he first had heart problems. (I wrote a column about that several years ago.) But at least I was honest about it and told him the instant I realized it. In the intervening time, I had gone the extra mile for him. Deceptions like this damage my credibility with the FAA, and hamper my ability to help other pilots like him. *I'm mad.*

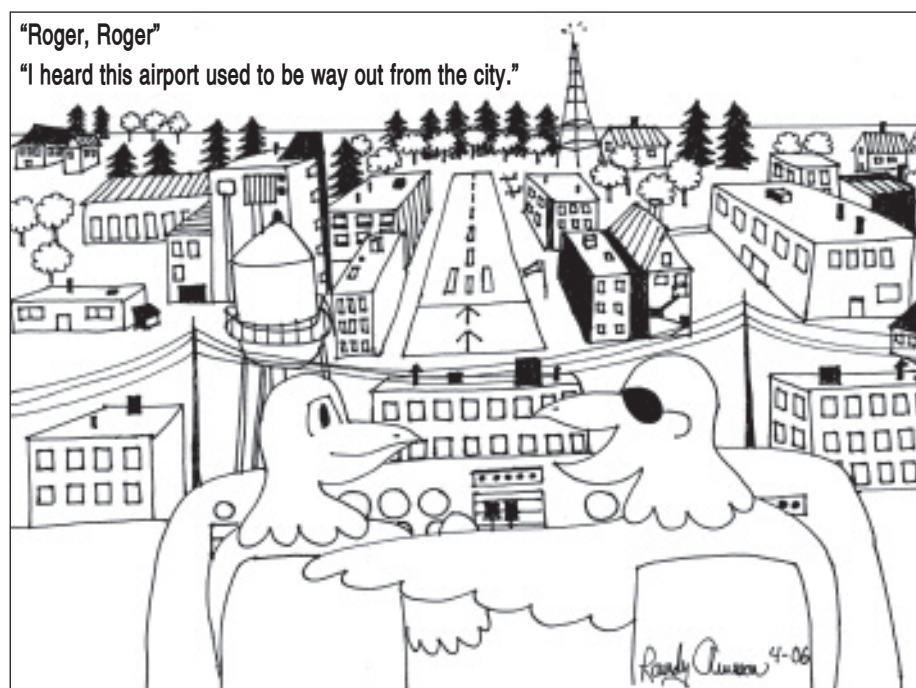
He also betrayed himself. He put himself at risk by not letting me know about the angioplasty when I did the stress test. I would not have pushed the stress test as hard to get him to meet the FAA standards if I had

known his real medical history. In fact, I would not have had him spend his money on the stress test at all. I never would have done it so soon after the angioplasty. Finally, I think he is going to regret this for a long time. He can no longer look in the mirror and see an honest man.

But, now that I'm done with my rant, let's look a little more closely at what really needs to be there under that section about "Visits to health professional in last 3 years." What do you really need to list there?

The instructions state: "The applicant should list all visits in the last 3 years to a physician, physician assistant, nurse practitioner, psychologist, clinical social worker, or substance abuse specialist for treatment, examination, or medical/mental evaluation. The applicant should list visits for counseling only if related to a personal substance abuse or psychiatric condition... Routine dental, eye, and FAA periodic medical examinations and consultations with an employer-sponsored employee assistance program (EAP) may be excluded unless the consultations were for the applicant's substance abuse or unless the consultations resulted in referral for psychiatric evaluation or treatment."

CONTINUED ON PAGE 39



Customer Input Is R&D At Schweiss Bi-Fold Doors



Mike Schweiss with a 120 ft. bi-fold door built by Schweiss Bi-Fold Doors of Fairfax, Minn. Notice the walk-thru door and insulated windows.

(RIGHT) The patented nylon lift strap is now offered FREE with every Schweiss bi-fold door.



FAIRFAX, MINN. – Most companies rely on their R&D (Research & Development) staff as key players for company success. After all, without this foundation of new and/or improved products into the market place, survival itself is often at stake in today's very aggressive marketing world. But R&D is only as good as the innovative thinking and creativity of its people, and often that means highly trained, very expensive personnel.

Enter the world of Schweiss Bi-Fold Doors, rural Fairfax, Minn, 77 miles southwest of the Twin Cities. There's virtually not one penny budgeted into R&D of this rapidly growing firm, yet hundreds of creative thinkers continually offer ideas. Owner Mike Schweiss puts it concisely, "Our customers are the R&D arm of Schweiss Bi-Fold Doors. They are continually offering suggestions, (and we listen)."

CONTINUED ON PAGE 32

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The Hunt

Good Pre-Purchase Inspections Are A Must!

by Ben Redman

Pre-purchase inspections are an excellent way to size up a potential aircraft acquisition, if done properly. Any mechanic can take an hour, size up an aircraft and pick out a few discrepancies, but this is only giving you a fraction of the picture. A good pre-purchase inspection should be very close in scope to an annual inspection.

Every aircraft has a story to tell or, hide. The logs can paint a good picture



Ben Redman

as well as taking a good look from the inside out. Matching an aircraft to its paperwork and determining its history, care and repair will indicate what will be in store for you in the future.

The first question is how much does this cost and who pays for it? *Rule one: you almost always get what you pay for in aviation, period.*

Get a professional that knows the breed. Having a mechanic that knows the particular type of aircraft you are looking to purchase will pay for itself. Most single-engine aircraft take a minimum of eight hours labor to complete a good inspection unless the aircraft is next to new.

I always try to put together a "cooperative inspection." If the aircraft is close to its annual, you have a

great bargaining chip at your disposal. Offer the seller this: the buyer pays for the inspection and the seller pays all discrepancies and ADs. If the deal fails, the seller gets an annual at half cost and you got a complete inspection or, if it succeeds, you get a freshly annualized aircraft. If the aircraft is not close to annual, you are usually left footing the bill for a complete inspection and we are back to, *you get what you pay for.*

Keep in mind anytime you ask a seller to have a mechanic of your choice examine their bird, you are putting them on the defense and this should be handled delicately. The flip side is that overprotective sellers may make you wonder if they are trying to hide something. There is much more to the completion of a sale and purchase than the exchange of money, causing some to choose to use a broker. An educated buyer is a happy buyer and usually makes for a good clean purchase. Knowledge is king in aviation, and the more the better.

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Here are a few items to add on to your pre-purchase checklist:

- Title search; you don't want to be purchasing old problems.
- Obtain a mechanic that knows the type of aircraft, makes both parties comfortable, and that hasn't annualed the bird for the past several years.
- Research the aircraft's Airworthiness Directives and maintenance problems associated with the breed.
- Get as complete of an inspection as possible. A compression check and walk-around, just won't cut it.

SCHWEISS FROM PAGE 30

So why this unique marketing twist where the customer, or potential customer, is in fact also providing a research and development function on your very product?

He explains, "Because we are very responsive to customer criteria... our customers are the driving force behind the many innovations of our business. Virtually every door we make is custom fit for that specific buyer. He/she gives us the closure space, measured to a fraction of an inch, then selects or asks about additional options. And often his/her special requests generate a new idea."

The patented nylon lift strap, now the hottest option for Schweiss Bi-Fold Doors, was in fact a customer suggestion.

Ed Newburg, a pilot and airport operator at nearby Hector, Minn., noted that nylon tie-down straps were being heavily used by the trucking industry. He queried Mike Schweiss if the same idea, but lifting up instead of tying down, could work with the Schweiss bi-fold door. Newburg already had several of the noisy steel cable closing units on doors at his airport.

Eureka! The lift strap has become so popular that Schweiss Bi-Fold Doors has turned this innovative idea into a marketing bonanza! The lift strap is now offered FREE with every Schweiss bi-fold door.

What changes has Schweiss seen

As perfect as we like to think aircraft are, there are always going to be issues when dealing with our aging fleet in general aviation. Try not to be so picky that you negotiate yourself out the other side of the deal when trying to buy.

Given the fact most aircraft are older, there are going to be issues that will need to be negotiated. There is nothing wrong with a detailed pre-buy inspection. However, all too often I see a buyer bring their mechanic and for whatever reason, they seem to try and prove their worth by being overly picky to the point of insult, upsetting

in doors for bigger buildings, be they wood framed or steel? "Bigger, stronger, and lighter" is his response. But Schweiss also adds this caveat: "There's no such thing as a standard production run anymore. Every door we build is unique, even though each door is pre-wired, specially trussed, heavy duty built and electrically operated."

Besides the choice of nylon lift straps, customer upgrades also include electric photo eye sensors, remote control so the door can be opened/closed by pilots as they approach their hangar, a two-button dead-man switch, insulated thermal windows and walk-through doors, warning lights and horn, a fail-safe latching system, and an emergency back-up opening and closing system (manual crank) in case of a power failure. Also when customers started asking about lighter aluminum instead of steel doors, Schweiss obliged.

So with customers essentially dictating change, what does Mike Schweiss see ahead?

"Basically the same trends that have dictated our business in the past... customer-designed doors for their own particular functional use," said Schweiss.

The Schweiss bi-fold door was initially conceived as an improvement for the standard sliding and/or swinging door for farm machine sheds. A farmer once asked Schweiss, "Can

the deal. I have seen this end several deals immediately.

An aircraft purchase can be both a frustrating and rewarding process, either when the deal is made or even a year after. Observing all the details, and getting as educated as possible on your potential new investment, is the key. When involved, I always say a nice deal is when you walk away happy... a good deal is when everyone walks away happy!

Check out http://www.aopa.org/info/certified/aircraft_buying_guide.pdf for a complete checklist to consider before taking the plunge. □

you build a door that swings up?" *Bingo!* A folding door, hinged horizontally, came out of that challenge and that was in fact the birth of the Schweiss bi-fold door business.

The aviation industry has become Schweiss Bi-Fold Doors' biggest market, nearly 80 percent of their total business. This pleases Mike Schweiss who is an active pilot and loves to exhibit at trade shows such as EAA AirVenture, AOPA Expo, NBAA and NATA, so he can meet his customers, and of course, get new product ideas. But as builders and architects become aware of the versatility of bi-fold doors, Schweiss is getting inquiries for industry, commercial, retail and even residential use. Even new sport facilities are getting interested. The new athletic complex of the Philadelphia Phillies features Schweiss doors for the broadcast booths.

And Schweiss bi-fold door units are used as windows for a select Minneapolis restaurant, which has windows opening into an indoor mall. Also, a Chicago doctor uses Schweiss bi-fold doors to gain total privacy to his new residence, a converted warehouse in an older business community.

"Now you see why customers and potential buyers in fact are the R&D of our firm," said Schweiss.

For additional information call 1-800-746-8273, or check out Schweiss Bi-Fold Doors online at www.bifold.com. □

LEGISLATION

EAA Fights Ethanol Legislation In Washington, Idaho

OSHKOSH, WIS. – EAA is working to modify pending state legislation in Washington and Idaho that would require ethanol to be added to all gasoline sold in those states, a move that would effectively ground hundreds of aircraft.

In Washington, Senate Bill No. 6508 and House Bill 2738 would require all gasoline sold to consumers for use in motor vehicles to contain 2 percent denatured ethanol by December 1, 2008. No exceptions are proposed for aircraft engines that operate on auto fuel or for various recreational vehicles, and both bills also give the state Director of Agriculture the power to increase the ethanol percentage to 10 percent.

Aircraft cannot currently operate safely with fuel blended with ethanol products. There are currently more than 600 airplanes registered in Washington with an FAA-approved auto fuel supplemental type certificate (STC), plus numerous ultralight vehicles and amateur-built aircraft that operate with engines that require auto fuel.

And it's not just aircraft owners; many recreational vehicles such as 4-wheelers, motorboats, and snowmobiles, as well as yard appliances like gas powered trimmers and chain saws, plus vintage automobiles cannot operate safely with ethanol-

blended gasoline.

A simple, workable compromise, which was successfully advocated for by EAA and other organizations in Montana last year, exempts 91-octane, or premium grade fuel from having to include ethanol additives.

Even though pending Idaho Senate Bills No. 1267 and 1364 include aviation exemptions, EAA feels they are not practical. The problem arises at the delivery end of this exemption – the airport and the gasoline distributors. □

State Senator Believes In Flying Below The Radar Screen

As Minnesota State Senator and pilot/aircraft owner, Mike Jungbauer, looks at the current status of the aviation industry, and the threats against it, he has noticed one major theme – pilots have not been doing enough to get the word out about the excitement of flying and the importance of supporting local airports.

“With an increase of activity against general aviation, it is time we all stood up and did something,” said Jungbauer. The state senator said that there are forces out there that want to close airports, using everything from

noise regulation, to safety, to zoning, to allowing encroachment in order to bring about closure.

“The trouble isn't that these people have an agenda against aviation, but that they don't realize its economic viability, its recreational value, or its overall contribution to community life,” said Jungbauer. “That is where we come in.”

Jungbauer said that the aviation community needs to be constantly educating the public, and must be relentless in passing legislation that protects GA airports.

“By raising public awareness and getting citizens excited about aviation, we can protect our airports from encroachment as well as provide them with adequate funding.”

Sen. Jungbauer feels that the best way to get legislation passed to protect general aviation is to fly below the radar screen, and work behind the scenes with cities, counties, and state officials. “If we can educate elected officials, we can protect the industry for years to come.” He also urge his fellow aviators to always be there every step of the way when questions arise and do everything they can to get the word out about the wonders and excitement of general aviation.

Jungbauer owns a 1974 Piper Warrior which he bases at Anoka County/Blaine Airport in the Twin Cities, so he is especially sensitive to the plight of aircraft owners with aircraft based at Twin Cities reliever airports who face rising rates and charges.

CONTINUED ON PAGE 52



Sen. Mike Jungbauer

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Students at John Burroughs High School in Burbank, California with the damaged Cessna 150 donated by Avemco Insurance Company.

Damaged Airplanes Find New Lives As Educational Tools

FREDERICK, MD – Thanks to Avemco Insurance Company's participation in a groundbreaking education project, students across America are gaining hands-on experience in the basics of airplane mechanics, avionics, and the physics of flight. Build a Plane, a 501(c)(3) non-profit corporation founded in 2003, promotes aviation education by coordinating the donation of used aircraft to high

schools across the United States.

Founder and aviation journalist, Lyn Freeman, states, "The idea behind the project is to tie together the practical and the scientific disciplines of aviation. We want to make aviation education affordable for school districts and accessible to the next generation of pilots, engineers and mechanics. In every participating school so far, we've seen tremendous interest among students."

Avemco's partnership is instrumental to the success of the Build a Plane project. Avemco donated its first airplane in October of 2005, sending a wind-damaged Cessna 150 to John Burroughs High School in Burbank, California. Since then, Avemco has donated many additional airplanes to Build a Plane for school programs across the country.

Jim Lauerman, Executive Vice President of Avemco, states, "Our mission is to support initiatives that improve aviation safety, and the Build a Plane project fits perfectly within this mission. As it grows, the aviation industry will require thousands of additional maintenance and repair professionals. The investment we make in aviation education today will pay immense dividends in the future."

For additional information about the Build a Plane project, or to learn about opportunities for corporate participation, visit the Build a Plane website at www.buildaplane.org. For more information about Avemco, visit www.avemco.com. □

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INDUSTRY NEWS

Johnson Family Locates Original Carnauba At Bottom of Ocean

RACINE, WIS. – After nearly a decade of searching, the S.C. Johnson family finally located the wreckage of the Sikorsky seaplane that led H.F. Johnson, Jr. on a 1935 expedition to Brazil to find a permanent supply of carnauba wax, a key ingredient in Johnson Wax. After the expedition, the plane was sold to a petroleum company and crashed off the coast of Indonesia shortly after takeoff in 1938. The pilot swam to shore and survived.

On July 3, 2006, Fisk Johnson, chairman and chief executive officer of SC Johnson, son of the late Sam Johnson, and grandson of H.F. Johnson, Jr., and six other members



A replica of the Sikorsky seaplane flown by H.F. Johnson, Jr. in 1935 on his expedition to Brazil to find a permanent supply of carnauba wax.

of the Johnson family, found the wreckage in 90 feet of water off the shore of Manokwari Bay in West Papua, Indonesia.

Sam Johnson searched for the plane in 1997, but did not locate it. Earlier this year, the Johnson family received a call from a diver that thought he had located the wreckage, and on June 27, family members left

to search for themselves. The family may bring all or part of the aircraft back to Wisconsin and display it in the new SC Johnson Howe Street campus building being built in Racine, to honor Sam Johnson. The building will also display the replica of the Carnauba, which Sam Johnson flew to Brazil to retrace his father's original expedition. □

New CEO At Air Wisconsin

APPLETON, WIS. – James Rankin, an executive with Midwest Airlines, assumed the responsibilities of president and CEO of Air Wisconsin Airlines effective August 1. He replaces Patrick J. Thompson, who

was interim CEO when longtime CEO Geoffrey Crowley, resigned. Rankin started his airline career as a pilot with Skyway in 1990, which is a subsidiary of Midwest Airlines.

Air Wisconsin Airlines, which is considered the country's largest, privately held regional airline, operates as US Airways Express and services 70 cities in the U.S. and Canada. □

King Schools Sweepstakes Winner!

SAN DIEGO, CALIF. – Tom McGowan from Hicksville, N.Y., is the lucky winner of the King Schools' New Century of Flight airplane sweepstakes featuring a fully-loaded Cessna 172S Skyhawk with a KLN 94 GPS, MFD and a KAP 140 two-axis autopilot.

"When I was in the Air Force in the 1970s, I always dreamed about having my own airplane. Thank you King Schools for turning this dream into a reality," said Long Island resident, Tom McGowan.

Martha King commented, "The New Century of Flight sweepstakes celebrates general aviation with the most popular airplane ever built. We're delighted that N172KS was won by a resident of one of the cradles of aviation, Long Island, N.Y." John King continued, "Now onto the Future Is Now sweepstakes featuring a G1000 172S." □



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LISTING INFORMATION

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

AUGUST 2006

- 11-13 **BLOOMER (W118), Wis.** - Open House Fly-In Airshow. Breakfast, Lunch & many activities. 8am-?. 715-568-2182.
- 12 **STURGEON BAY (SUE), Wis.** - Pancake Breakfast 8am-10:30am at the Door County Cherryland Airport. 920-743-6082.
- 12 **MENOMONIE (LUM), Wis.** - Pancake Breakfast 7:30-11am. 715-233-5636.
- 12-13* **EASPORT (59M), Mich.** - Annual Torchport Airpark Campout Dinner (12th) 4:30-7pm. EAA Breakfast (13th) 7-11am. 231-632-2412.
- 13 **LONGVILLE (XVG), Minn.** - Pancake Breakfast & Classic Car Show 8-11am. 218-363-3267.
- 13 **BOULDER JUNCTION (BDJ), Wis.** - Musky Day Land & Sea Fly-In. 715-385-2979.
- 13 **LAKE ELMO (21D), Minn.** - Pancake Breakfast at Lake Elmo Aviation Day 7am-Noon. 651-439-5040.
- 18-19 **OKLAHOMA CITY, OK** - Okie Derby Air Race at Wiley Post Airport. 405-378-3602. www.okiederby.info
- 18-20 **OSHKOSH, Wis.** - Good Ol' Days/Aviation Murder Mystery Dinner, EAA AirVenture Museum. 920-426-6108. www.airventure-museum.org
- 19 **FOREST LAKE (25D), Minn.** - Hot Dogs, Brats, Hamburgers & Ice Cream Fly-In 10am-4pm.
- 19 **REEDSBURG (C35), Wis.** - Corvette & Harley Davidson Display, Blue Fest & Food. 608-524-2322. www.wingsnwheelsblues.com
- 19 **NORTHPORT, Mich.** - Breakfast 8am-Noon. Antique, Custom & Sport Cars Display. 231-386-5762.
- 27 **ROCHELLE (RPJ), Ill.** - Sweet Corn, Hot Dog, Pork Chop Roast. Judy @ 815-562-4617.
- 29 **PIPESTONE (PQN), Minn.** - Pancake

- Breakfast. 507-562-2473.
- 20 **MANKATO (MKT), Minn.** - Pancake Breakfast 7:30am-1pm. 507-345-1510. barsness@hickorytech.net
- 20 **BROOKFIELD (O2C), Wis.** - Ice Cream Social Noon to 5pm & BBQ Chicken Lunch Noon-2pm at Capitol Drive Airport. Vintage Aircraft Display. 262-442-4622.
- 20* **TOMAHAWK (TO8), Wis.** - Fly-In Fun Day 7am-?. Breakfast & Lunch. 715-453-4591.
- 20* **MONONA (7C3), Iowa** - Pancake Breakfast 7am-Noon. 563-539-2769.
- 20* **MAPLETON (MEY), Iowa** - Breakfast 7am-Noon. 712-371-2255.
- 20* **TAYLORVILLE (KTAZ), Ill.** - Pancake Breakfast 7-11am. 217-820-5354 / 217-824-9313. www.eaa1315.org
- 20* **HARTINGTON (OB4), Neb.** - Airport Breakfast 7am-Noon. CTAF 122.9
- 24-28* **CANADA** - "Midwest Flyer Canadian Fishing Fly-Out" at North Spirit Lake Lodge. Email: dave@midwestflyer.com
- 25-27* **WISCONSIN RAPIDS (ISW), Wis.** - Balloon Rally & Music Fest at Alexander Field - South Wood County Airport. 800-762-7087 / 715-423-8200. www.cmnballoonrally.com
- 27* **COTTAGE GROVE (87Y), Wis.** - Brat & Bean Feed 11am-3pm at Blackhawk Airfield. 608-847-7765.
- 27* **CLUMBERLAND (UBE), Wis.** - Pancake Breakfast 7am-?. Rutabaga Festival. 715-822-8968. www.cumberlandair.com
- 27* **IOWA CITY (IOW), Iowa** - Breakfast 7am-1pm. 319-338-9222.
- 27* **GREENFIELD (GFZ), Iowa** - Iowa Aviation Museum's Wing Fly-In 7:30-11am. 641-343-7184.
- 27* **MANCHESTER (C27), Iowa** - Breakfast 7-11am. 563-927-3636.
- 27* **ROCHELLE (RPJ), Ill.** - Sweet Corn, Hot Dog and Pork Chop Roast. 815-562-4617.
- 27* **OWATONNA (OWA), Minn.** - Breakfast 7am-1pm. Static display & free shuttle to Cabela's. 507-444-2448.

SEPTEMBER 2006

- 1-4* **FORT DODGE (FOD), Iowa** - Skydiving Event from dawn 'til dusk each day. 515-573-3881. www.couchfreaks.com
- 2* **SHELL LAKE (SSQ), Wis.** - Breakfast 7:30-11am. 715-468-2963.
- 2* **NEW LISBON (82C), Wis.** - Classic Cars & Aircraft Display, Flea Market, Breakfast & Lunch 7am-3:30pm. 608-565-2284.
- 2* **SHELL LAKE (SSQ), Wis.** - Town & Country Days Event, Pancake Breakfast 7:30-11am. 952-935-3598 / 715-468-4592.
- 2-4* **CLEVELAND, OHIO** - Cleveland National Air Show featuring Blue Angels & many more acts. 216-781-0747. www.clevelandairshow.com
- 4* **SHELDON (SHL), Iowa** - Breakfast 6:30-11am. 712-324-4005.
- 8-10* **EAGLE RIVER, Wis.** - Seaplane Fly-In &

- Safety Seminar at Gypsy Villa Resort. 920-482-1650. www.seaplaneflying.com
- 9 **OSCEOLA (OEO), Wis.** - Wheels & Wings Pancake Breakfast. Classic Aircraft & Cars. 715-294-2618.
- 9* **SUPERIOR (SUW), Wis.** - Pancake Breakfast & Car Show 8am-4pm. 218-729-7764. www.eaa272.org
- 9* **OSHKOSH, Wis.** - EAA's Wings & Wheels, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 9* **FAIRFIELD (FFL), Iowa** - Breakfast 7:30-9am. Fly-In till 1pm.
- 9-10* **EDEN PRAIRIE (FCM), Minn.** - Air Expo 2006 featuring Red Baron Pizza Squadron, Astronaut Daune G. "Digger" Carey. www.wotn.org
- 9-10* **RACINE (RAC), Wis.** - Racine Wings & Wheels, Pancake Breakfast, Burgers, Barbeque & Brats. 8am-4pm. 262-716-3051.
- 9-10* **MARION, Ill.** - Southern Illinois Air Show. 618-993-3343 x4.
- 10* **TOMAH (Y72), Wis.** - Pancake Breakfast & Noon Luncheon 7am-4pm at Bloyer Field. Hay Rides & Music. 608-372-4728.
- 10* **DUBUQUE (DBQ), Iowa** - Breakfast 7am-Noon. 563-582-4150.
- 10* **CARROLL (CIN), Iowa** - Breakfast 7am-Noon. 712-792-4980.
- 10* **NEW ULM (ULM), Minn.** - Pancake Breakfast. 7:15-12:15am. 507-354-8940.
- 10* **MAPLE LAKE, Minn.** - Pork Chop Dinner Fly-In. 11:30am-2pm. 763-477-6021. wflury@msn.com
- 10* **MT. MORRIS (C55), Ill.** - Breakfast at Ogle County Airport. 7am-Noon. 815-732-7268.
- 15-17* **OSCEOLA (I75), Iowa** - Flight of the Falcons 7am-5pm daily. 17th Breakfast 7-11am. 641-342-4230.
- 16* **FAIRBAULT (FBL), Minn.** - Pancake Breakfast 7am-1pm.
- 17* **RUSH CITY (ROS), Minn.** - Pancake Breakfast 8am-Noon. Classic Cars.
- 17* **MEDFORD (MDZ), Wis.** - Pancake Breakfast 8am-Noon at Taylor County Airport. 715-678-2152.
- 17* **TAYLORVILLE (KTAZ), Ill.** - Pancake Breakfast 7-11am. 217-820-5354 / 217-824-9313. www.eaa1315.org
- 17* **HECTOR (1D6), Minn.** - Flight Breakfast 7am-12:30pm. 320-848-2745.
- 17* **YANKTON (YKN), S.D.** - Airport Breakfast at Chan Curney Municipal Airport 8am-1pm. CTAF 122.8 AWOS 111.4
- 22-24* **OSHKOSH, Wis.** - Biplane Fantasy Flight Camp, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 23* **WAUTOMA (Y50), Wis.** - Gamblers Pancake Breakfast. www.y50.org
- 24* **BOSCOBEL (OVS), Wis.** - Breakfast 8:30-1pm. 608-375-5001.
- 30 **HANOVER (64I), Ind.** - Wood, Fabric & Tailwheels Fly-In at Lee Bottom Flying Field. www.LeeBottom.com
- 30* **MANITOWISH WATERS (D25), Wis.** - Cranberry Colorama 9am-3pm. 888-626-9877. (manitowishwaters.org)

OCTOBER 2006

- 1* **IOLA (68C), Wis.** - Fall Color Fly-In & Chili Dinner 9am-3pm at Central County Airport. 920-596-3400 / 920-244-7808.
- 4-8* **KENOSHA, Wis.** - IA Certification Training at Country Inn. Brenco IA Training 800-584-1392.
- 4-8* **COLORADO SPRINGS, COLO.** - American Bonanza Society Annual Convention. 316-945-1700. Bonanza2@bonanza.org
- 6-7* **KALAMAZOO, MICH.** - Reconnaissance Symposium (SR-71 Blackbird Spy Plane). 7th Michigan Aviation Hall of Fame Enshrinement Ceremony & Dinner. www.airzoo.org
- 6-8* **OSHKOSH, Wis.** - Bell 47 Fantasy Flight Camp, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 7* **GREENFIELD, IOWA** - Iowa Aviation Hall of Fame Open House (4-6pm) & Banquet starting at 6pm. 641-343-7184.
- 7* **PARK RAPIDS, MINN.** - Fly-In 10am-2pm. 218-237-8528
- 13-15* **OSHKOSH, Wis.** - Ford Tri-Motor Fantasy Flight Camp, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 14* **OSHKOSH, Wis.** - Wisconsin Aviation Hall of Fame Induction Banquet. Everyone Welcome. 5:00pm. Keith Glasshof 715-832-6379. www.aviationhalloffamewisconsin.com
- 15* **TAYLORVILLE (KTAZ), ILL.** - Fly-In Pancake Breakfast 7-11am. 217-820-5354 / 217-824-9313. www.eaa1315.org
- 17-19 **ORLANDO, FLA.** - National Business Aviation Association, Inc. Convention: www.nbaa.org

- 21-22* **OSHKOSH, Wis.** - Fall Color Flights In EAA's Vintage Aircraft. EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 21-22* **OSHKOSH, Wis.** - EAA's Haunted Hangar, & 28 EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 27* **OSHKOSH, Wis.** - EAA's Hall of Fame Dinner, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org

NOVEMBER 2006

- 6-9* **WILLIAMSBURG, VA.** - Aviation Lighting Seminar sponsored by IES (Illuminating Engineering Society) Aviation Committee at Williamsburg Lodge & Convention Center. Registration includes Over Four Full Days of Interactive Educational Seminars, Luncheons, Banquet Dinner, Printed Proceedings, Site Tours, etc. Contact Dave Fox: 845-858-5375, dfox@gillinderglass.com. www.iesalc.org/
- 9-11* **PALM SPRINGS, CALIF.** - AOPA Expo 2006 at the Palm Springs Convention Center. 1-888-462-3976. www.aopa.org/expo

DECEMBER 2006

- 1-3* **OSHKOSH, Wis.** - B-17 Fantasy Flight Camp, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 2* **COTTAGE GROVE (87Y), Wis.** - Chili Feed at Blackhawk Airport 11am-2pm. 608-849-7765.
- 11* **OSHKOSH, Wis.** - Christmas In The Air & Annual Open House, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org

- 11-15* **OSHKOSH, Wis.** - EAA School Week. Activities designed for school groups, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 15* **OSHKOSH, Wis.** - Wright Brothers Memorial Banquet, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 26-30* **OSHKOSH, Wis.** - Kid's Days. Family events & activities, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org

APRIL 2007

- 11-13* **ALEXANDRIA, MINN.** - Minnesota Airports Symposium at the Arrowwood Resort & Convention Center on Lake Darling. 1-800-657-3922.
- 17-23* **LAKELAND, FLA.** - Sun 'n Fun Fly-In, Lakeland Linder Regional Airport. "Living the Dream!" 863-844-2431 www.sun-n-fun.org
- 30-5/2* **STEVENS POINT, Wis.** - 52nd Annual Wisconsin Aviation Conference at the new Holiday Inn Hotel & Convention Center. www.wiama.org

MAY 2007

- 4/30-2* **STEVENS POINT, Wis.** - 52nd Annual Wisconsin Aviation Conference at the new Holiday Inn & Conference Center. www.wiama.org

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AOPA Offers Media Training Online **Learn how reporters think** **before you speak!**

When general aviation makes the news, the reports all too often are inaccurate and portray GA in a negative light. AOPA's new seven-minute online course, "Guide to Talking to Reporters," is designed to inform pilots (and other aviation persons), about the media and to offer tips on dealing with reporters' questions. Although much of the negative reporting is a result of the media's misunderstanding of GA, some of the problems happen when well-meaning pilots speak to reporters without properly preparing for the interview. Without media training and experience, those people may find that their words are edited to result in a meaning they did not intend. AOPA's online program includes an example

of an airport manager who found himself in just that situation.

To avoid having that happen to you, AOPA's "Guide to Talking to Reporters" suggests contacting AOPA Media Relations (301/695-2162) for assistance when faced with an interview request. If you are the subject of an ambush interview, the online program advises you to be calm, courteous, and concise, and to contact AOPA as soon as practical. □

Lawyer-Pilots Bar Association: **A Legal Passion For Aviation**

Are you a lawyer with a passion for aviation? Are you interested in aviation law or aviation safety? Would you be interested in opportunities to associate with lawyer-pilots who practice in a wide variety of areas in addition to aviation law? If so, then the Lawyer-Pilot Bar Association (LPBA) is for you!

LPBA offers a friendly association of like-minded individuals together with information about current legal and technical developments in aviation and other areas of the law. In addition to receiving the Journal, LPBA's quarterly publication, members also receive a membership directory. The directory is not distributed for any type of solicitation purposes. Rather, it is a resource used by members to locate other lawyer-pilots for consultations on various legal issues and to make and receive referrals. The LPBA directory gives members access to lawyer-pilots throughout the country who generously assist other LPBA members.

LPBA also holds two meetings each year, one in the winter and one in the summer. These meetings take place in a wide variety of excellent venues providing members the opportunity to earn CLE credit and to enjoy time away from the office. For more information, see www.lpba.org. □

Aeronautics Report

Wisconsin Bureau of Aeronautics

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

David M. Greene, Director

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Are You Confused by: Resume Own Navigation?

by Jeffery Taylor

Aviation Consultant – WisDOT Bureau of Aeronautics

At WisDOT's Bureau of Aeronautics, an important part of our effort to enhance aviation safety is presenting safety programs to pilots across Wisconsin. One of the best aspects of these sessions is the interaction that develops between pilots as they share experiences and learn from each other (and hopefully myself) on how to become better pilots.



Jeffery Taylor

I recently attended a flying club's monthly meeting. After the club's business was taken care of, I presented information on the different types of airspace in Wisconsin. I enjoy talking about airspace, since we all deal with it in some form and I can always count on pilots to speak up and ask questions.

One pilot spoke about his confusion about the clearance to "resume your own navigation." Based upon the reaction of the other pilots, I could tell it was a topic that confuses many people in the aviation community.

Here is the scenario he presented: after departing on a VFR flight from a Class C airport and receiving radar vectors, the air traffic controller issued an altitude restriction by stating, "Piper 1234, maintain VFR at or

above 4,000 for traffic." Then, a couple minutes later, the controller amended the altitude restriction to "maintain at or above 3,500." As the pilot continued on the radar vector for a few moments, he then received the clearance, "Piper 1234, resume own navigation on course." After turning on course, he noticed the bases of the clouds were trending lower as the flight proceeded towards the practice area, so he began a descent in order to maintain appropriate separation from the cloud base. As he descended through 3,000 feet, the controller called him and said, "Piper 1234, you were told to stay at or above 3,500!" The pilot described a "sinking feeling in my stomach" and complete confusion as he thought, "Did I do something wrong? I remember the controller telling me to resume my own navigation."

So what does "Resume Own Navigation," when navigating VFR, really mean? In the Pilot/Controller Glossary, "Resume Own Navigation" is defined as: "Used by ATC to advise a pilot to resume his/her own navigational responsibility. It is issued after completion of a radar vector or when radar contact is lost while the aircraft is being radar vectored." Applying this definition to this situation, it is difficult to ascertain whom, if anyone (pilot or controller) erred. What is obvious, however, is that a breakdown in pilot/controller communications occurred. The controller most likely

issued the altitude restriction due to conflicting traffic and expected the Piper to abide by the clearance, whereas the pilot most likely thought "Resume Own Navigation" meant that all navigational responsibility had been transferred to him. Since airplanes navigate in three dimensions, "altitude" was thought to be at the pilot's discretion.

Who's right? As an informal poll, I presented this scenario to several pilots and asked them their opinion regarding the meaning of "Resume Own Navigation." Unanimously, every pilot felt that "Resume Own Navigation" allowed the pilot to determine his or her own appropriate VFR altitude. Speaking to air traffic controllers, however, yielded a different view. Their position is that an altitude restriction is valid until canceled verbally by them. Obviously, there is a significant misunderstanding between pilots and controllers. And whenever there is a misunderstanding between a pilot and controller, safety is degraded and we must come to a meeting of the minds in order to either minimize or eliminate the hazard.

So what should we do? Pilots need to be cognizant of their "situational awareness." Airspace is oftentimes crowded, controllers are busy, but we all have a shared responsibility to ensure safe flight operations. After being issued the instruction, "Resume Own Navigation," when previously issued an altitude restriction on a VFR flight, it would be advisable to ask if the altitude restriction is not repeated by the controller, "Am I still restricted to 4,000 feet?" Controllers

too could enhance effective communications by adding a few key words to the “Resume Own Navigation” clearance by stating in this particular case, “Resume own navigation on course at or above 4,000.” The chance for miscommunication or confusion would

be virtually eliminated by adherence to these suggestions.

Modifying the definition of “Resume Own Navigation” might also eliminate the apparent confusion associated with this clearance. Let’s be proactive and concentrate on “situ-

ational awareness” aided by a little help from our ATC counterparts. Together, we can work to either eliminate hazards within our system or at the very least, minimize the risk associated with hazards that cannot be eliminated. □

Your Hangar Lease – A Link To Federal Funding For Your Airport

by John M. Dorcsey – WisDOT Bureau of Aeronautics

It’s true – your airport hangar lease and your adherence to the provisions of that lease can impact federal funding for your airport. Here’s how it works:

Federal funding of airport improvement projects – currently 95% of project cost – comes with strings, 39 of them to be exact. Of course, the FAA doesn’t call them strings; their phrase is “Terms and Conditions.” The reality is that to get funding, the airport owner must adhere to these terms. In addition, airport owners are required to operate their facility in accordance with FAA Order 5190.6A, Airport



John M. Dorcsey

Compliance Requirements. Like pilots and mechanics, airport owners have a library full of Advisory Circulars and a host of FARs to abide by.

Failure to adhere to all of this guidance (FARs, ACs, Orders, and Terms and Conditions) can place the airport’s funding in jeopardy. Aeronautical activity and aeronautical users are mentioned often in all of this guidance material. Bottom line, the airport exists to support aeronautical users, aeronautical activity, and the public’s use of those services.

A recent change in law has resulted in an increased level of enforcement of these requirements. The FAA is now inspecting at least one airport in every state, every year. Wisconsin, as a block grant program state, participates in these inspections. Today, there are 18 airports on the FAA’s non-compliance list. That means 18

airports have lost their federal funding, one of those airports is in Wisconsin.

Today, FAA guidance recommends a 20% – 30% limit of non-aeronautical use of hangar space. Your hangar lease may or may not indicate a similar requirement. If you are keeping a boat, snowmobile, camper, and/or other non-aeronautical material in your hangar, you may be violating your lease. You may be leading the airport owner astray with their compliance requirements. Your hangar was not intended to become a mini-storage unit of non-aeronautical material. Failure by the airport to enforce its leases is one more way to gain unwanted notoriety with the FAA.

No one wants your airport to lose funding eligibility. Read your lease over or talk with your airport manager. Voluntary compliance is the goal from our perspective. Compliance with the rules and aeronautical use of all airport facilities is the goal of the FAA. □

FLIGHT PHYSICALS FROM PAGE 29

What do pilots frequently omit from their lists of “visits to health professionals” despite all the legal jargon above? Probably visits for minor illnesses (such as strep throats), minor injuries, and self-limited skin conditions – you know, the usual stuff that doesn’t really matter in the long run. I suppose that if your career depends on it, and you want to be squeaky clean, then you should put it all down. I’ll grumble a bit about it that evening when I sit down to enter all those trivial visits into the FAA’s computer while you’re home having a cold one, but at least you and I will then really be in full compliance. But if you don’t list every little thing, I think I can reasonably assure you that the FAA isn’t

going to hit you with a \$250,000 fine and five years of hard time for failing to let them know about a wart.

In fact, if every applicant obeyed the letter of the law, it would drive me nuts. Do I (or the FAA) really care if you had a wart treated two years ago? No, although I suppose if they really wanted to get you for something, they could draw upon your omission of that critical fact, but it would be a stretch.

But do I and the FAA want to know about anything that could even remotely affect your flying ability and safety? We sure do. Anything that might conceivably affect flying should get recorded.

How about something “bad”?

How about something like seeing a counselor for alcohol or drug abuse

or psychological troubles?

You need to list all that stuff – and I’ll bet your AME can get you a valid and honest medical certificate although there may be a hassle factor. But once you get beyond that, we’re home free unless something else comes up. If you do list something and it’s not something that your AME feels is significant, he or she can just state that in their notes, and probably nothing will ever come of it.

But did you get new plumbing for your heart? If you did, then you had better put that down or you could lose your license (or more). You could lose your life and the lives of those you care about. You also lose your AME’s trust and your ability to look at yourself in the mirror. □



WATA *Difference*

WISCONSIN AVIATION TRADES ASSOCIATION

Aviation Must Adapt To Change To Stay Alive!

by John Chmiel

EDITOR'S NOTE:

It has been said that the "Mom & Pop" fixed base operation is nearly gone because of rising operating costs, especially insurance costs – both aviation and health – but

Wausau, Wisconsin operator, John Chmiel, owner of Wausau Flying Service (WFS), believes there is hope for those operators who are innovative,



John Chmiel

love what they are doing, and treat the FBO business, like a business!

The small/medium-sized airport FBO industry hasn't changed much in the last 30 years, and in business, if you don't roll with changes and the market, you die.

Most FBOs are just hanging on, but we can do better. We need to do better with customer service. We need to look at how similar non-aviation businesses do things and apply that to what we do. We need to stop competing with each other and start competing with them.

We compete with other forms of recreation like Harley Davidsons, snowmobiling, outdoor recreation, etc. We look at what they're doing and how they do it and try to emulate it. Go check out "Rutabaga" canoes and kayaks in Madison, Wis., and you'll see what I'm talking about.

In order to become more profitable as an industry, FBOs can't worry so much about competition.

Figure out what you have to charge, and stick to your guns, but be reasonable. People do not always buy based on price. They are willing to pay for quality. Good quality can be given in a service or a product. Provide quality service and good products, and you will have customers.

There's no single most important issue facing the aviation industry today, but rather several.

The most important negative issue is the potential for a user fee-based air traffic control system and the volatility of fuel prices. But I remain optimistic with the introduction of Very Light Jets (VLJs), the Sport Pilot Certificate, and Light Sport Aircraft (LSA).

I think if VLJs can do what the manufacturers say they can do, they will revolutionize the general aviation/small airport industry. Sport Pilot and Light Sport Aircraft (LSA) have a lot of potential as well, but the industry needs viable, economic trainers that can take punishment.

Operators cannot buy a \$70,000 to \$110,000 trainer and expect to cash flow it at most small airports. Most small FBOs can't afford the cost of the new airplanes or the insurance.

It's hard to convince an industry that has a large supply of \$25,000 to \$60,000 trainers to work a little harder, take on a little more liability, and make a little less money. Fix the trainer situation and I think Sport Pilot could be the next era in GA.

I also urge my fellow operators to keep producing new pilots. Without pilots, there's no need for aircraft and the FBO.

In Wausau, we are working hard to give the Wausau Municipal Airport perceived value by encouraging the business community to use aircraft. We want our business community to realize the business tool they have in the airport. Besides learning how to fly, I feel that operators need to teach their local community how the airport can benefit them.

We work in an exciting, fun, and wonderful industry. The people in our industry are of high caliber. Aviation sells itself... you just have to expose people to it.

Enjoy every moment, every flight, and take every opportunity to pass it on to as many people as you can along the way. Aviation keeps kids out of trouble, helps people, brings people together, makes life easier, and makes people happy. What we do in aviation isn't a job, it's an adventure! □

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NATA Efforts Help Mitigate SPCC Requirements

ALEXANDRIA, VA. – The Environmental Protection Agency (EPA) released two proposed amendments to the Spill Prevention, Control and Countermeasure (SPCC) rule in December 2005, which are required at airports that provide and store aircraft fuel. The rules represent a significant revision of previous EPA proposals, which would have placed a costly burden on aviation fuel providers.

The new rules remove many of the costly requirements included in earlier EPA proposals. Under the new rule, aviation fuel providers will no longer be required to have “sized secondary containment” as proposed earlier. This provision, the most contentious among the aviation industry, removes the mandate that trucks must be parked in special containment or “bermed” areas when not in service. Such requirements would have cost aviation fuel providers tens of thousands of dollars and would have constricted airport runway space, creating safety and security hazards. Fuel trucks will still be subject to general

secondary containment requirements, which include a number of more reasonable containment options. The rules also provide flexibility for small facilities. Facilities that store less than 10,000 gallons of oil have the option of self-certifying their facilities, rather than use the services of a professional engineer (PE). In doing so, however, the facilities must strictly follow all SPCC requirements with no exceptions!

The rules extend the compliance date for SPCC plans from August 2006 to October 2007. All facilities subject to SPCC regulations must have a plan certified and implemented by then. NATA believes that the extension does not apply to aviation fuel providers, however.

The new rules also leave many unanswered questions and appear to contradict each other in some areas. The documents issued by EPA state that the agency has documented evidence of fuel spillage from airport refueling vehicles, a claim disputed by the aviation industry. To date, EPA has not shared the evidence with industry officials. Additionally, the rules provide exemptions from SPCC

regulations for other types of motor vehicles, stating that the vehicles are inspected regularly and have an “economic incentive” to guard against oil spills. Aviation refueling vehicles undergo similar maintenance and inspection schedules, yet are not offered this same exemption.

“We are pleased that the EPA has listened to the aviation industry and rescinded many of the costly requirements the agency had supported earlier,” National Air Transportation Association (NATA) President James Coyne said. “The EPA’s new rules on the surface seem reasonable, although there are still several areas that need clarification from the EPA. Overall, however, these rules reflect the EPA’s willingness to work with the industry to come to a practical solution.”

Coyne especially praised pilot and U.S. Sen. James Inhofe (Okla) for his relentless pursuit of policies that would be both fair and environmentally sound. There have been no additional announcements from EPA since December 2005, but NATA continues to work with EPA to help reach the best possible policy. □

Waukesha Pilot Receives Maule Tailwheel Training Scholarship From Ninety-Nines



Laurie Probs of Waukesha, Wis. with the Maule MX-7-160 in which she received her tailwheel endorsement.

WAUKESHA, WIS. – It was 76 degrees at home in Wisconsin the week of June 19, 2006, but Laurie Probs was in Moultrie, Georgia, in 100-degree weather and 100 percent humidity. She had received a Maule Tailwheel Training Scholarship,

CONTINUED ON PAGE 52

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

Raymond J Rought, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

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

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Dollars at the front door!

by Ray Rought, Director

MNDOT Office of Aeronautics

Regular readers of this column have in the recent past seen the inclusion of information, or a total article about the economic impact of General Aviation (GA) in Minnesota and the nation. It is good to remind people of how great that impact is.



Ray Rought

When you see a Cessna 150, you don't think it has much economic impact, but when you look at a more cumulative view, you find out just how important that airplane, and the thousands of other GA aircraft, are to the economy, overall.

To get a clearer view of the economic impact of GA, it is important to look at the four main parts that make up the overall picture. Those

parts are described as direct, indirect, induced and hospitality impact. Utilizing the most current national figures (2005) provided by the Aviation Safety Council, we see that:

- Direct Impact of private aircraft is \$15.6 Billion, (providers of services at airports).
- Indirect Impact is \$720 Million, (users of services at airports).
- Induced Impact is \$16.3 Billion, (flow-through dollars to the community).
- Hospitality Impact is \$37.5 Billion, (visitors arriving through local airports).

The total of the four parts equals \$70.12 Billion in economic activity!

This is certainly not meant to be a comprehensive overview of the economic impact of GA, but rather a broad view that encompasses the main parts of the picture. It is meant to demonstrate to you just how valuable your airport and aviation in general is to your community, and to the nation as a whole.

So the next time you see that Cessna 150, or any other GA aircraft including corporate planes, think about how they are contributing to the economic successes in your community and at your airport. Your airport is the front door to your community. Do your part to help assure the continued safety and success of aviation and your airport.

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

Birds Along The Flyway



by Daniel McDowell

The first signs of fall will be becoming evident in a few weeks. Soon colors that are hard to imagine will burst forth, changing the earth from a deep green to the many

hues of the artist's palette. Once again a season begins to unfold in its spectacular beauty, seemingly only as it can, in Minnesota and Wisconsin.

This colorful gift, with its associated cool, sometimes crisp air, reminds us that winter isn't that far away. It

should also remind us that this is the time of year when birds of all types are migrating south along the Mississippi flyway and other flyways across our great land. The Mississippi flyway

reaches from Canada, through the Great Lakes and along the Mississippi River, south.

One might ask why birds would fly south in the fall along the Mississippi River and then cross the gulf to Central South America, while some go even further. The basic answer is, logistics. The birds plan their route in part based on where they can find food, fresh water, and safe roosting places. Minnesota, for instance, is a haven with more than 11,300 lakes, many forested areas, and lots of green, open space that

provides food and resting spots

The Mississippi flyway is the host route to millions of birds that fly day and night during migration season. Flight an hour before dusk, or an hour after dawn, should be avoided if at all possible. These periods of time generally reflect the highest bird activity as they depart or arrive at temporary roosting and feeding locations

The birds may vary their altitude because of terrain elevation, weather, and winds aloft. Though the birds can fly higher, it is estimated that up to 90 percent of the bird strikes that occur take place at or below 3,000 feet above ground level (AGL). Duck and goose strikes can occur as high as 7-8,000 feet AGL. Though well out of general aviation flight altitudes, it has been reported that once a few years ago, a turkey vulture was struck by an airliner at 38,000 feet!

Aviators can and do share the skies with birds, but there are a few things that can be done to help assure the aviator, as well as aviation safety.

Before flight, take time to thoroughly plan your route. Maintain an awareness of where the birds are likely to be traveling along or across your intended course.

Be absolutely certain you are prepared to take quick, evasive action in the event of an encounter with birds. Also make sure you have thoroughly reviewed your emergency procedures so that you can act quickly, and confidently respond to the situation. Thoroughly brief your passengers on safety information and what is expected of them in the event of an in-flight anomaly.

Always avoid flying over bird sanctuaries, wetland areas, and landfills. Birds by the thousands can and often do congregate at these and other sites, such as recently harvested fields. In the event of a bird strike, land as soon as possible and have your aircraft inspected. Then remember to complete an FAA form 5200-7, Bird Strike Incident Report.

Be sure to check out FAA Advisory Circular 150/5200-32A dated 12/22/04. For additional information and guid-



A goose takes out a wing on this Piper, but the plane landed safely.

ance, check out the U.S. Air Force Bird Aircraft Strike Hazard (BASH) site at http://afsafety.af.mil/SEF/Bash/SEFW_home.shtml. The BASH site contains detailed and easily accessible information.

Keep in mind that you are not alone when you fly. Not only will you find other aircraft in the skies, but you will find many, many birds as well! Plan ahead, think safety first, and enjoy the season of beauty that, when viewed from the air, is more spectacular than those who are earthbound may ever know.

Ahh! AHAS

The following paragraphs were taken directly from the Avian Hazard Advisory System (AHAS) web page. No changes were made and author credit goes to the U.S. Air Force. It is presented here as aviation safety information for pilots.

The United States Avian Hazard Advisory System web page (USahas.com) is operational and available to access information on bird strike risk for the continental U.S.

The web site provides simple to use pages to access bird strike risk for published IR, VR and SR routes, Ranges, MOAs and Military Airfields. More than 4,000 locations in the lower 48 states are currently being evaluated. We recommend that you look at the web pages to see if the airspace you use to fly is currently being monitored.

Bird Strike Risk Information

The dynamic web pages provide you direct access to three (3) important sources of bird strike risk data. If you request information for:

1. A time period MORE than 24 hours in advance, the bird strike risk information displayed comes from the current version of the US BAM;
2. A time period LESS than 24 hours in advance, you get the forecast risk from AHAS that uses data from the US BAM and National Weather Service Weather Forecast data in Migration & Soaring Models to predict hazardous bird activity;
3. The CURRENT HOUR, the risk is from observations made by the NEXRAD weather radar system, or data from the Migration & Soaring Models. You also receive trend data for the current hour which indicates what the trend in bird activity is expected for the next hour.

The user does not have to determine the source of the data. That is all done by the web site server. Simply enter the date and time and the system selects the data source and provides the information in one standard format.

AHAS Advantage

This web site is a major step forward in providing aircrews with effective and up-to-date bird strike risk management tools. All you need to access the site is a recent version of a web browser and an Internet connection. You can now access the US BAM data without any specialized computer hardware or software. The information is provided in hourly increments, rather than the four time periods a day used in the US BAM. As improvements are made to the US BAM or the AHAS system, they will be totally transparent to the end user. No update CDs to obtain and install!

A staff of three biologists are maintaining the site and ensuring that the data is current. The News page will keep you informed when new data sets and system improvements have been installed. <http://www.usahas.com/> □

MINNESOTA AVIATION TRADES ASSOCIATION

Fuel Taxes, User Fees, VLJs & LSA Hot Topics At Upcoming Minnesota Aviation Trades Conference

MINNEAPOLIS, MINN. – Issues of major concern to Minnesota fixed base operators, including state and federal aviation fuel taxes... proposed user fees on the air traffic control system... and the entry of Very Light Jets (VLJs) and Light Sport Aircraft (LSA) to the market place, will be featured at the upcoming Minnesota Aviation Trades Association (MATA) Conference, September 21-22, 2006, at the Mermaid Conference Center in Mounds View, Minn.

Andy Cebula, Executive Vice President of Government Affairs with the Aircraft Owners & Pilots Association (AOPA), will be the keynote



Andy Cebula

luncheon speaker Friday, September 22. Cebula's 25 years of experience in aviation policy will come in handy as he tries to explain to members and invited guests where federal fuel taxes go, and AOPA's alternative proposal to "user fees" on the air traffic control system.

Cebula manages AOPA's advocacy efforts on issues affecting general aviation pilots and aircraft owners. This includes opposing legislation that limits GA pilots' freedom to fly, protecting and preserving airports, access to the nation's airspace, and fighting proposals on Capitol Hill, state capitols, and regulatory agencies that increase the cost of flying and aircraft ownership.

In addition, Cebula manages

AOPA's Pilot Information Center which answers nearly 130,000 technical questions from members each year, and medical specialists who answer 50,000 questions annually concerning medical certification issues.

Leading a staff of 36 aviation professionals based in Frederick, Md. and Washington, DC, and 13 regional representatives located across the country, Andy Cebula directs AOPA's lobbying activities on a national, state and local level and manages the organization's Political Action Committee (PAC). He is also responsible for nearly 1,600 volunteers in the AOPA Airport Support Network (ASN). Cebula's Washington experience includes 20 years of service as vice president and, earlier, director of government and industry affairs with the National Air Transportation Association (NATA). He also served for two years as a senior policy analyst in the FAA's Office of Civil Aviation Security. He joined AOPA in April 2001.

Cebula holds a degree in aviation management from Auburn University. He is a member of several aviation organizations, including AOPA, the American Association of Airport Executives (AAAE), and the Washington Aero Club. Cebula lives in Urbana, Maryland, with his wife and their three children.

MATA has also extended a special invitation to AOPA Great Lakes Regional Representative Bill Blake of Peoria, Illinois. Blake was Director of Aeronautics for the State of Illinois prior to accepting his position with AOPA, and prior to that, he was executive director of the Illinois Aviation Trades Association (IATA).

Minnesota is one of five states Blake is responsible for within the AOPA Great Lakes Region.

Other speakers will include Ray Rought, Director of the Minnesota Department of Transportation Office of Aeronautics, who will provide an update on state issues; and Rob Mark of CommAvia, who will speak on "Aviation Marketing Trends & How To Increase FBO Profits" while improving or maintaining existing service.

There will be a panel discussion involving a representative from Cessna Aircraft Company, who will talk about the "Very Light Jet" (VLJ) movement, along with Dan Johnson, Chairman of the Light Aircraft Manufacturers Association (LAMA), who will discuss the "Light Sport Aircraft" (LSA) movement. In addition, Amy Koranda of the National Air Transportation Association (NATA) in Washington, D.C., will discuss NATA's Safety 1st Management System for Ground and Air Operations.

Awards to be presented during the conference will include the "MATA Government Leader Award" for significant contributions to the aviation industry by a government official, and the "MATA Learn-To-Fly Scholarship."

A welcome reception will be held on Thursday, September 21 from 6-8:00 p.m. at the Mermaid Conference Center. Persons wishing to arrive early are invited to tour the "Golden Wings Aircraft Museum" located at Anoka County-Blaine Airport beginning at 3:00 p.m.

To register for part or all of the conference, call Christa Restad at 952-943-2835.

AOPA members, as well as members of the Minnesota Business Aviation Association (MBAA), Minnesota Council of Airports (MCOA), and other interested persons are encouraged to attend the entire conference, or luncheon only featuring AOPA Senior Vice President Andy Cebula. Registration for the luncheon is \$25.00, and includes transportation to and from Anoka County-Blaine

Airport to the Mermaid Conference Center courtesy of Cirrus Flight Operations.

The Mermaid Conference Center is located at 2200 Highway 10, just 1/4-mile west of Hwy 35W in the northern Minneapolis suburb of Mounds View, a short distance from Anoka County-Blaine Airport. (See map at <http://mermaidminnesota.com/>)

In addition to the free shuttle serv-

ice from the airport, car rental is also available. Please call Cirrus Flight Operations to reserve either the free shuttle or car rental at 1-800-784-6614.

MATA represents the interests of aviation and airport-based businesses throughout Minnesota. Membership information is available online at www.mnataonline.net, or by calling Christa Restad at 952-943-2835, or via email at rogeraviation@att.net □

Master CFI, Bruce Jaeger Of Willmar Air Service

WILLMAR, MINN. – Bruce Jaeger, president and chief flight instructor at Willmar Air Service, Inc.

(www.WillmarAirService.com), Willmar, Minnesota, has renewed his Master Certified Flight Instructor (CFI) accreditation. In addition to being a Columbia Aircraft Sales & Service Center owner, Jaeger serves as a director of the Mooney Aircraft Pilots Association Safety Foundation.

To help put this achievement in its



Bruce Jaeger

proper perspective, there are approximately 90,000 CFIs in the United States. Fewer than 500 of them have achieved the distinction of “Master

CFI” thus far. The last 11 National Flight Instructors of the Year were Master CFIs while Bruce is one of only eight Minnesota aviation educators who has earned this prestigious “Master” title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by a candidate through a rigorous process of continuing education and peer review. Much like a flight instructor’s certificate, it must be renewed biennially.

NAFI was founded in 1967 and became affiliated with EAA in 1995. □

Minnesota Governor Appoints New MAC Chairman

ST. PAUL, MINN. – Minnesota Gov. Tim Pawlenty appointed John “Jack” Lanners chairman of the Metropolitan Airports Commission (MAC) on June 30, 2006 to complete Vicki Tigwell’s term that will expire on January 1, 2007.

Lanners was first appointed to MAC in April 2003 as a representative of District F, which includes a portion of Anoka County, northeastern Ramsey County and all of Washington County. He chaired MAC’s Management & Operations Committee and headed a study of the

commission’s reliever airports.

Lanners has expressed concern that reliever tenants’ rates and charges have been increased enough. He is apparently pressing for new sources of revenue for relievers, such as from hotels and strip malls.

Lanners is the president and chief executive officer of FTL Corporation, which owns MGM Liquor Warehouse stores; president of R.P. Royalties, Inc.; and is an officer and partner with LannCo LLC, which specializes in commercial real estate development. Lanners serves on the boards of directors of the Woodbury Chamber of

CONTINUED ON PAGE 52



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Aviation & The Environment Find Common Ground At Lindbergh Foundation Award Event

MINNEAPOLIS, MINN. — Aviation enthusiasts and those with a passion for the environment seem to be an unlikely mix, but in the spirit of Charles and Anne Morrow Lindbergh, the Lindbergh Foundation brought them together and the crowd filled the Minnesota History Center's 3M auditorium to near capacity on May 19 for the 2006 Lindbergh Award Event. The annual honorary Lindbergh Award builds on the foundation's mission of improving the quality of all life by balancing our technological advancements with the preservation of the environment as it honors individuals who, through their work, have made significant contributions over many years toward the Lindberghs' con-



L/R: Rick Ridgeway, Vice President of Environmental and Public Affairs for Patagonia, Inc., recipient of the foundation's first Corporate Award for Balance; Clare Hallward, vice chairman, Lindbergh Foundation; Erik Lindbergh, vice chairman, Lindbergh Foundation; Will Steger, polar explorer, writer, photographer, educator, and first to lead an unsupported trip to the North Pole in 1986; Reeve Lindbergh, honorary Chairman, Lindbergh Foundation; and Dr. Peter Diamandis, Chairman and founder of the X PRIZE Foundation.

cept of balance. This year's Lindbergh Awardees, Dr. Peter Diamandis and Will Steger, exemplify this concept of balance. "Together they not only represent balance and the foundation's mission, they also reflect balance in human endeavors — on this planet and beyond!" said Lindbergh Foundation Honorary Chairman Reeve Lindbergh, youngest daughter of Charles and Anne Morrow Lindbergh.

Dr. Peter Diamandis, a pioneer in the development of incentive prizes, was recognized with a 2006 Lindbergh Award for his ability to inspire the brightest minds on Earth to tackle some of the most pressing issues in the world today. "A visionary, much like my grandfather, Peter Diamandis created the X PRIZE Foundation to change the current paradigm of space travel," said Erik Lindbergh, grandson of Charles and Anne Morrow Lindbergh and vice chairman of the foundation.

Will Steger, the first Minnesotan to receive a Lindbergh Award, made the first confirmed unsupported trip to the North Pole with a team of eight people and 50 sled dogs in 1986. He was recognized with a 2006 Lindbergh Award not only for his numerous polar expeditions, but also for his deep understanding of the environment, his use of technology, and his efforts to raise awareness of current environmental threats, especially climate change. Steger has been an eyewitness to the on-going catastrophic consequences of global warming. In 2007, utilizing the latest in web and communications technologies, students, educators and individuals will be able to travel along with Steger as he embarks upon his next expedition entitled, "To the Ends of the Earth."

CBS affiliate WCCO-TV's chief meteorologist Paul Douglas introduced Will Steger and said, "Will and I share a common concern: climate change and global warming. It's not alarmist hype; it's real. I've become increasingly concerned about what I'm seeing in the data and what it might mean for our almost mythical quality of life, but Will Steger has lived it."

CONTINUED ON PAGE 52

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EAGLE AIR



Aviation Artist of the Year Randy Arneson (center) with his wife Becky and son John.

(CENTER) MAHF inductees (L/R) Maj. Gen. Patrick J. Halloran, Logan L. Coombs, James P. Hanson, Bruce R. Hanson, Robert N. Steinbrunn (back right), and a relative of the late Louis E. Koerner (right front).

(RIGHT) Scholarship recipient Patricia L. Friese.



Minnesota Aviation Hall of Fame Inducts An Assortment of Aviation Professionals

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame (MAHF) inducted two mechanics, an Air Force General, a seaplane base operator, a fixed base operator, and a med flight helicopter pilot at ceremonies held May 13 at the Thunderbird Convention Center in Bloomington, Minn.

Logan L. Combs of Minneapolis (1920-) was born in Indiana, and received a commendation for his role in the recovery of a crash-landed C-47 in Fox Lake, Alaska. Following his service in the Army Air Force, he returned to Minnesota and resumed his career as a mechanic with Northwest Airlines.

Louis E. Koerner of St. Paul (1900-72) was born in Pennsylvania, and was a cousin of the Wright Brothers. He joined the U.S. Army to fly balloons, and later became an aircraft mechanic with the U.S. Postal Service and Northwest Airlines.

Maj. Gen. Patrick J. Halloran (1928-) was born in Chatfield, Minn., and went on to fly 100 combat missions in Korea in the F-84, volunteered for the top secret U-2 program, and was among the first group of pilots to fly the SR-71 spyplane. Halloran concluded his military career as Inspector General of the Strategic Air Command.

Bruce R. Hanson of Surfside Seaplane Base in Lino Lakes, Minn. (1931-) was born in Fergus Falls, Minn. He bought Surfside in 1970, which is today the largest seaplane base in the lower 48 states.

James P. Hanson of Albert Lea Airport, Inc. (1947-) was born in Albert Lea, Minn., and is probably best known as an aircraft dealer, the airport manager at Albert Lea, and an adventure pilot with the late Buzz Kaplan of Owatonna, Minn. Hanson flew with Kaplan (1999 MAHF inductee) on a trip to Europe in 1996 in Kaplan's Cessna Caravan, visiting 18 countries and breaking 14 speed records for city-to-city flights. In 1999, Hanson accompanied Kaplan to Antarctica.

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Robert N. Steinbrunn (1946 -) was born in Pennsylvania, and joined the U.S. Army in 1966 flying UH-1C "Huey" gunship helicopters in Viet Nam. As a civilian, Steinbrunn has flown helicopters in the construction and line patrol industries, and in recent years, as a med flight pilot at University Hospital in Madison, Wis., and for North Memorial Hospital in the Twin Cities.

Named Minnesota Aviation Artist of the Year was Randy Arneson of Brooklyn Park, Minn. Arneson has been a flight instructor at Flying Scotchman at Minneapolis-Crystal Airport, and a freelance cartoonist. His popular "Roger Roger" cartoons regularly appear in *MIDWEST FLYER MAGAZINE*, and he is currently writing a light-hearted book on flight training. In addition, Arneson is producing a motion picture called "Rock 'N Roll Heaven" in which he and his brothers impersonate musicians John Bulushi, Roy Orbison, John Lennon, Elvis Presley and many others.

Bob Cary and Jack Hautala of Ely, Minn., received the "Best Aviation Writing by a Minnesotan Award" for 2005 with their book "Bush Pilots: Legends of the Old & Bold." MAHF scholarship winners were Patricia L. Friese of Burnsville, Minn., and Evan Daniels of Eden Prairie, Minn. Friese and Daniels are pursuing careers in aviation.

Emceeding the induction ceremonies was a member of the Minnesota Wing of the Commemorative Air Force, Northwest Airlines Captain Stan Ross.

MAHF board members include Noel Allard, Raymond Rought, Robert Hearn, Nancy Grazzini-Olson, Waldo Anderson, Eugene Bratsch, Anders Christenson, Duane Jacobson, John Kahler, John Kennedy, Alden Lange, Stan Ross, Alvin Grady, Peter Gavin, Mike Conley, and Tom Schellinger.

For additional information on the Minnesota Aviation Hall of Fame and the Minnesota Aviation History Book, write to Noel Allard, P.O. Box 53, Park Rapids, MN 56470. □

Blackhawk Technical College Students Receive Wixom Scholarships

JANESVILLE, WIS. – Luke Van Lanen of Madison, Wis., and Michael Good of Janesville, Wis., each received Kevin Wixom Memorial Scholarships in the amount of \$500.00. Van Lanen is a second-year student at Blackhawk Technical College, and Good is a first-year student. Wixom's parents, Richard and Joan Wixom of Janesville, presented the scholarships in memory of their son who died of pancreatic cancer in 2000.

Kevin Wixom was a 1975 graduate of Blackhawk Technical College's Airframe & Powerplant program, and worked in the family aircraft charter



(L/R) Joan Wixom, Michael Good, Luke Van Lanen, and Richard Wixom.

and maintenance business at Blackhawk Airways on Southern Wisconsin Regional Airport in Janesville. Wixom was a member of the EAA Warbirds of America, Staggerwing Museum Foundation, Cessna Pilots Association, and Yankee Air Force, and served on the advisory committee at Blackhawk Technical College. □

Blackhawk Aviation Maintenance Students Receive Scholarships

JANESVILLE, WIS. – Two students enrolled in Blackhawk Technical College's Aviation Maintenance/Airframe and Powerplant Mechanic program have been selected to receive scholarships through the Wisconsin Aviation Hall of Fame.



David J. Linton

David J. Linton of Elkhorn, Wis. – a second-year student – was awarded the \$1,000 Carl E. Guell Scholarship, while second year student, Luke B. Van Lanen of Madison, Wis., was selected to receive the \$500 Thiessen Field Scholarship Award. The students were selected based on their involvement and activities in the field of aviation, along with their classroom excellence, extracurricular activities, and future potential. Both students will be honored at the WAHF banquet on October 14 in Oshkosh (aviationhalloffamewisconsin.com). □

Kansas City Pilot Receives EAA Award

OSHKOSH, WIS. – Jim Miller, of Kansas City, Mo., has been selected as the 2006 recipient of the EAA Tony Bingelis Award, recognizing his involvement as an active Technical Counselor volunteer and aircraft builder.



Miller (EAA #6110) has been an EAA Technical Counselor since 1973, has advised countless aircraft builders about safety and effective low-cost aviation techniques, and has documented more than 150 aircraft project visits. In addition, Miller is an FAA Designated Airworthiness Representative volunteer for amateur-built aircraft. Further pursuing his interest in aviation, Miller constructed an all-wood Taylor Titch that has won numerous awards.

The Bingelis Award was created in 2002 to honor the late Tony Bingelis, a noted homebuilding authority and EAA Sport Aviation columnist who passed away in 2001. □



(L/R) Former Dane County Regional Airport Directors Pete Drahn and Robert Skuldt, and current director, Brad Livingston, stand in front of the new "Robert B. Skuldt Conference Room." Skuldt was the first director, Drahn was the second director, and Livingston is the third director.

Prairie Style Theme For New Dane County Terminal

The new, prairie-style Dane County Regional Airport terminal gives travelers a real Wisconsin experience, from the gold, green, brown and ochre red palette reflecting the rural landscape, to the Wisconsin Marketplace retail area.

The \$65 million project, completed in three phases over five years, includes a new lobby, five new airline office spaces and 21 agent positions, an executive conference room equipped with kitchen and audio-visual equipment, and a new baggage handling system – with all Transportation Security Administration (TSA) bag screening occurring behind the public area.

The project doubles the size of the terminal to 278,000 square feet, expanding the ticket lobby, gates, security, retail and restaurants, and baggage claim.

"The building is as efficient and technologically state-of-the-art as it is beautiful," said Dane County Executive Kathleen Falk. "It provides a dramatic, positive welcome for visitors to our county."

The airport's new state of the art security systems have the advantage of being planned and installed after the fateful September 11 attack in New York. Centrally located escalators take passengers from the ticket agent stations directly up to the main airport security checkpoint.

DEDICATIONS



A Corben Baby Ace, originally manufactured in Madison, Wisconsin, is displayed in the main lobby, courtesy of EAA Chapter 93.

The new, prairie school design includes expanses of windows to bring in more natural light, and etched glass to add visual interest and control glare. The interior design incorporates granite wainscoting, cherrywood paneling, floor mosaics, and brushed aluminum accents, all in a new palette of warm colors including gold, green, brown and ochre red. Wall sconces, decorative tile and prairie-style chandeliers provide more visual interest.

The exterior features native prairie plantings and an arbor seating area.

A state-of-the-art heating and cooling system includes an ice builder, which makes ice at night, when electricity is cheaper, to be used during the day to cool the building. Also, a building automation system dims lights and modifies heating and cooling to unused areas of the terminal, resulting in significant energy savings as well.

The project incorporates 25 green building strategies including sustainable design and construction measures, recycled carpet, acoustic ceiling tiles manufactured from recycled soda bottles, non-toxic wood preservative treatment, chlorine free vinyl wallcovering, and on-site construction waste recycling. Following environmentally responsible guidelines, recycled materials were used throughout the building and construction debris was separated and sorted, with 98 percent collected for recycling – 40,000 tons.

The project design team consisted of Architectural Alliance of Minneapolis, and Mead & Hunt, and Arnold & O'Sheridan, both of



Photos by Dave Weiman

Wisconsin Marketplace is one of three shops in the new terminal building. There are seven restaurants to choose from.

Madison. The general contractors for the different phases were Bauer & Raether Builders, Tri-North/GPD-Gilbane, and Oscar J. Boldt Construction. Bauer & Raether Builders and Tri-North Builders are based in Madison, GPD-Gilbane in Milwaukee, and Boldt in Appleton.

The Dane County Regional Airport receives no county tax subsidy. The county issued general obligation bonds for the project, which the airport will repay with airport revenues over a 12-year period.

Shops and restaurants include Wisconsin Marketplace, CNBC Store, Lake Country Travel Mart, Wurst German Bar, Great Dane Brew Pub, Quizno's Subs, Ben & Jerry's, Uno Chicago Pizza, Ancora Coffee and Café Ritazza.

Business travelers appreciate the services that help them stay productive at the airport. Wi-Fi, soft leather seating, individual work stations and conference rooms are available.

Leisure travelers, especially those with children, appreciate the family and mother's lounges, variety of restaurants, and comfortable, safe and secure atmosphere.

A new "Meeters & Greeters" lounge provides soft leather seating in a comfortable atmosphere, highlighted by a fireplace and a historic, restored 1936 mural of the airport landscape. Adjoining this area is an Art Court, featuring its first exhibit, "On Wings of Art."

Dedication ceremonies for the new terminal took place on June 21. (www.msnaairport.com)



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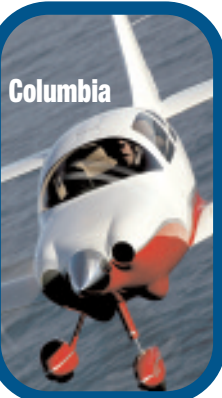
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WRAPUPS

MEAD & HUNT FROM PAGE 21

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JUNGBAUER FROM PAGE 33

To address both the needs of the Metropolitan Airports Commission and tenants, Jungbauer has proposed a three-tier zoning plan in which MAC would charge fees according to the tenants ability to pay with light jets, commercial operators and private t-hangar owners as the three levels. Sen. Jungbauer is also involved with the Northwest expansion project at Anoka County/Blaine Airport. He also worked on legislation to protect airports from encroachment, which was recently made into law.

The new law declares airports an essential public service, making it more difficult to close or put restrictions on them. It withholds funding from any municipality that adopts a comprehensive airport plan incompatible with the state aviation master plan. And requires sellers of real estate to disclose airport zoning regulations that affect the property. (Refer to AOPA Great Lakes Regional Report on page 21 for details.)

Other projects Sen Jungbauer is involved with include land acquisition for a new Air National Guard Museum in which volunteers have already raised \$5 million for the project, and a new aviation learning center.

Jungbauer's daughter also flies and is currently enrolled in the aviation program at Anoka Technical College, and will transfer to St. Cloud State University in her junior year to pursue a degree in Aviation Management.

Jungbauer first got interested in politics when he helped form a citizens lobby in 1992 to help with his real estate and waste water treatment business. ☐

TAILWHEEL TRAINING FROM PAGE 41

offered through the Ninety-Nines organization of women pilots, and was there to earn her endorsement.

A Cessna pilot with just over 200 hours, tailwheel training proved to be a challenging and very valuable experience for her, she said. "Once I got the art of taxiing and take-off down, landings proved to be my nemesis," said Probs.

The Maule MX-7-160 took a beating, as Probs attempted full-stall and wheel landings, with none other than

Ray Maule sitting in the right seat. Son of the founder of Maule Flight (originally located in Michigan), Maule was patient and gave a lot of valuable feedback, including having Probs fly a pattern using just her feet so she understood rudder control more fully. At 70-plus years of age, Maule had flown thousands of hours and knew the aircraft inside and out.

"As I accomplished 86 landings in the 10 hours of training, I felt I had a better understanding of the dynamics of flight," said Probs. Sure enough, when Probs returned to Waukesha, Wis. and flew her long IFR cross-country with her CFI, he remarked on how well she managed the plane and reduced the workload that an instrument flight produces.

"If you have the chance to fly a tailwheel, do it!" said Probs. "It is real flying." ☐

MAC CHAIRMAN FROM PAGE 45

Commerce and the Minnesota Licensed Beverage Association. He is also past president of the New Richmond Jaycees and the Woodbury Lions Club. Chairman Lanners resides in Woodbury with his wife, Norma Jean. He is a native of Saint Paul and attended Marquette University in Wisconsin. ☐

LINDBERGH FROM PAGE 46

Other well-known aviation personalities attending included Dr. Paul MacCready, Jr. who has pioneered the use of alternate energy sources for aviation; John and Martha King of King Ground Schools; and Greg Herrick, owner of Golden Wings Aviation Museum at Anoka-County Blaine Airport in the Twin Cities. ☐



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The International Council on Air Shows (ICAS) - the industry authority on air shows recently held an awards ceremony at their annual conference in Orlando, Florida.

Voila! Media Group received four different awards for marketing materials they produced for promoting the 2005 Wings of Freedom Air Show held at the Red Wing Regional Airport in Bay City, Wisconsin.

Placing first for web site design, second place for the air show program guide and the sponsor kit, and third place for a T.V. commercial.

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Voila! Media Group Donates Services To Annual Minnesota Educational Aviation Event



Max Haynes

Julie Clark performed at Wings of Freedom Air Show 2006.

RED WING, MINN. – The Wings of Freedom Air Show held in Red Wing, Minnesota, an educational aviation event, has completed another successful year over Memorial Day Weekend, May 27-28. "The three-day event has been successful in raising awareness for the Commemorative Air Force (CAF) and its salute to the Tuskegee Airmen of World War II. The event relies on the support of businesses such as Voila! Media Group of River Falls, Wis.

Voila! donated services that included web site design, maintenance, media coordination, media consultation, public

relations, and marketing which amounted to over \$50,000. "We couldn't have done it without the help of Voila's services," said Kent Smith, air show director and member of the CAF.

Voila! Media Group is a small, veteran-owned company owned by two women in River Falls, Wisconsin. This is the second year Voila! Media Group has reached out to show their support for an organization that honors veterans.

LaVone Weer, co-owner of Voila! Media Group said, "Voila! salutes the veterans and active military personnel, and will continue to support the Wings of

Freedom Air Show in 2007 as well." Weer encourages other businesses to likewise support the show.

For more information on the Wings of Freedom Air Show, and to find out how you can donate as an individual or business, visit www.wingsoffreedom.org and www.voilamediagroup.com, or call Voila! at 877-522-2988. □

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FLY-INS & AIRSHOWS

Thunder On The Lakeshore... Something Old, Something New



Story & Photo by Geoff Sobering

John Mohr performs the only known "hovering maneuver" in a Stearman. Mohr has named the maneuver the "Harried Pass" because it is performed lower than the "Harrier Pass" performed by other performers in their modified S2B Pitts biplanes.

Three days of perfect weather, June 3-4, along with a tremendous lineup of airshow performers and military demonstration teams, made the 14th annual "Thunder on the Lakeshore" airshow in Manitowoc, Wisconsin, a huge success. An estimated 47,000 airshow fans attended.

If you like old-style "barnstorming" acts, John Mohr and Dave Dacy each flew their solo Stearman biplanes – Mohr, flying a 220 hp PT-17 Stock Stearman in blue and yellow U.S. Army Air Corps colors, and Dacy, flying the more powerful, but less agile, 450 Stearman. Following his solo routine, Dacy took to the air a second time with wing-walker Tony Kazian. Jim Maroney, Guy Baldwin, and Bob Post followed by placing their high-performance planes through some "high energy" aerobatic maneuvers.

The U.S. Air Force A-10 and F-16 jet demonstration teams, demonstrated modern military might. As a bonus, the T6A "Texan-II" demonstration team flew the latest mil-

itary training propeller aircraft. Both the jet and trainer teams also did formation fly-bys. The A-10 and F-16 were joined by Vlado Lenocho in his P-51 for a three-plane "Heritage Flight;" Jim Greeson, and his immaculate T-6 Texan "Scream 'n Rebel," then joined up with the T-6 Texan-II in what is referred to as the "Texan Flight."

Aficionados of vintage warbirds didn't go home disappointed either. The airshow showcased the WWII era P-51, T-6, and the B-25 Mitchell Bomber, "Pacific Prowler." David Burdine's MIG-17 and Fowler Cary's T-33 represented the early jet period. "The Hoppers" L-39 jet demonstration team brought the show up to the modern era, with their four-plane formation aerobatics. More warbirds were on static display, including two of Chuck Greenhill's Grumman amphibians.

In addition to the daytime events, the early mornings and evenings were filled with balloons. Friday and Saturday night, there was a "Balloon Glow" – tethered balloons are inflated and lit up from the inside by the flames of their burners. Friday's "glow" was at the airport with food vendors and a band.

Saturday evening, the airshow headed downtown to the waterfront for a huge party across from the Maritime Museum. Although it was difficult with all the evening festivities, early risers who got to the airport near the crack of dawn Saturday and Sunday morning were greeted with balloons rising from the tarmac and floating over the city. A little later in the morning, you could get a great pancake breakfast cooked by EAA Chapter 383 volunteers.

Airshow chairman Curt Drumm credits the success of the show to his airshow committee. Some 45 people work year-round on the show, and over 400 people work the weekend of the event. "Thanks to them," said Drumm, "everything went smoothly and there were no major headaches the entire weekend."

Drumm also noted that without their corporate sponsors, the show would not go on! Drumm said that they had a much wider geographical base than ever before... it is turning into much more of a regional show." With the 15th anniversary coming up next year, Drumm is planning to pull out all the stops for an even more exciting event. □




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