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AUGUST/SEPTEMBER 2007



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VOL. 29, NO. 5

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ISSN:0194-5068

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## ON THE COVER:

SOUTH ST. PAUL, MINN. – With forest fires ravishing the U.S. this summer, amphibious fire bombers, like the “Fire Boss,” which is an Air Tractor specially equipped with Wipline10000 amphibious floats, and a high-efficiency water scooping system, are in big demand by state and federal forest services.

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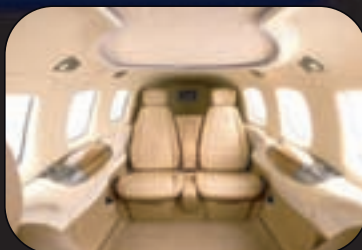
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## Thunder Holds Off For 15<sup>th</sup> Anniversary Air Show



A drainage ditch on the east side of the runway enables John Mohr to mystify air show fans as he performs in his Stock Stearman.

**15** years of continuous airshow productions is a major milestone for any community, and Manitowoc, Wisconsin, can be proud of its accomplishment. The 2007 production of “Thunder on the Lakeshore” was held June 2-3, near the shores of Lake Michigan at Manitowoc County Airport (MTW). Despite cloudy, foggy and intermittently rainy weather, over 30,000 dedicated airshow fans showed up, down from a record 47,000 spectators last year for the two-day event.

The all-star lineup of performers included Patty Wagstaff, flying her Cirrus-sponsored Extra 300. Wagstaff is not only an Oshkosh regular, but also a three-time National Aerobatic Champion (1991, '92, '93), and three-time Top U.S. Medal Winner at the 1990, '91 and '94 World Aerobatic Championships.

Award-winning barnstormer John Mohr appeared for his 14<sup>th</sup> consecutive year, flying a 220 hp PT-17 Stock Stearman in blue and yellow U.S. Army Air Corps colors.

Fowler Cary also made his 14<sup>th</sup> appearance at the Manitowoc show in his shiny, silver T-33 jet fighter painted in U.S. Air Force Thunderbirds colors.

Other civilian performers included Steve Oliver in his de Havilland Chipmunk; Suzanne-Asbury Oliver in the Pepsi Skywriter; former F-14 Top Gun pilot and squadron commander, Dale Snodgrass, in the P-51 Mustang “Excalibur;” and Wisconsin native, Dr. Bill Blank of La Crosse, Wis., in his factory-sponsored Super Decathlon, which was manufactured by American Champion Aircraft in Rochester, Wisconsin.

Thundering military demonstrations were performed by the U.S. Air Force F-16 and U.S. Navy F/A-18 demonstration teams. In addition, Dale Snodgrass performed the USAF Heritage Flight flying a P-51 Mustang alongside the F-16.

Phil Dacy of Harvard, Illinois, was the announcer, and Wayne Boggs of Tampa, Fla., was the air boss.

### The Vintage Aircraft Lineup

One of the stars of the static lineup included the B-25 Mitchell bomber,



Geoff Sobering



Geoff Sobering

(TOP) Patty Wagstaff makes a high-speed pass in her Cirrus-sponsored Extra 300. (CENTER) Dale Snodgrass performs the “Heritage Flight” in a P-51 Mustang with a U.S. Air Force F-16 Falcon.

“Pacific Prowler.” The aircraft was a focal point for a special tribute to the 440<sup>th</sup> Airlift Wing out of Milwaukee Mitchell International Airport, which had supported the Manitowoc airshow for many years. The 440<sup>th</sup> was consolidated due to government cutbacks.

Another big attraction was the 1937 Douglas DC-3, “Flagship Detroit.” The aircraft went into service with American Airlines in 1937. The plane is reminiscent of the old North Central “Blue Goose” aircraft that once served Manitowoc County Airport. Forty-five minute sightseeing flights were available for spectators for \$150 a ticket.

In addition to the daytime events, the early mornings and evenings were filled with hot air balloons. On Saturday night, there was a free “Balloon Glow” along the riverfront in downtown Manitowoc – tethered balloons are inflated and lit up from the inside by the flames of their burners. It was supplemented with food vendors and a band. A nighttime

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## Deke Slayton 10th Anniversary Airfest, Spectacular!



Dave Weiman

John Mohr flies his Stock Stearman, while aerial stuntman, Todd Green, prepares to transfer to a helicopter flown by Roger Buis.



Dave Weiman

U.S. Navy Blue Angels

LA CROSSE, WIS. – Organizers of the Deke Slayton Airfest, May 19-20, La Crosse, Wisconsin, had concerns that the U.S. Navy Blue Angels might have to cancel following the tragic accident involving one of their members two weeks prior, but the team was able to regroup and put on their usual stunning performance at Airfest's 10<sup>th</sup> anniversary show. Other performers included John Mohr in his Stock Stearman, the Untied Team, Dan Buchanan's Flying Colors hang glider, Dr. Bill Blank in his Super Decathlon, Michael Wiskus in his Pitts, and the USAF Viper East F-16 Demo Team.

Phil Dacy of Harvard, Illinois, announced the show, and Claude Spears of Claude Spears Airshow Sound, provided the sound system, audio and technical assistance, and computerized ticket scanning.

According to airshow chairman, Ron Schmal, the annual event drew a record crowd of 20,000 spectators, and pre-sold \$70,000.00 worth of tickets.



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The airshow is named in honor of Donald Kent "Deke" Slayton who was born in nearby Sparta, Wis. Slayton entered the Air Force as an aviation cadet and received his wings



(ABOVE L/R) Deke Slayton Airfest Chairman Ron Schmal, and La Crosse Municipal Airport Manager Dan Wruck.  
(LEFT) Rikki Barnard of La Crosse, Wis., enjoys the show with her son, Gage, 2.  
(RIGHT) Claude Spears of Claude Spears Airshow Sound protects himself from a brief shower during Sunday's show.

in April 1943 after completing flight training at Vernon and Waco, Texas.

As a B-25 pilot with the 340<sup>th</sup> Bombardment Group, he flew 56 combat missions in Europe. He returned to the United States in mid-1944 as a B-25 instructor pilot at Columbia, South Carolina, and later served with a unit responsible for



checking pilot proficiency in the A-26. In April 1945, he was sent to Okinawa with the 319<sup>th</sup> Bombardment Group and flew seven combat

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## Lake In The Hills Airfest

by Geoff Sobering

Small airshows can be really fun, and they don't get much smaller than the one at the village of Lake in the Hills, Illinois, just northwest of Chicago, June 23. What the show lacks in sheer size, is easily made up with variety.

**CONTINUED ON PAGE 18**

Geoff Sobering

Airshow performer, Skip Stewart.

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## MIDWEST FLYER

AUGUST/SEPTEMBER 2007 **MAGAZINE**  
Serving The Midwest Aviation Community Since 1978

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WEBSITE: www.midwestflyer.com

### ISSUE CLOSING DATES

DEADLINE	ISSUE
November 1	December - January
January 1	February - March
March 1	April - May
May 1	June - July
July 1	August - September
September 1	October - November

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### SUBSCRIPTIONS

\$15 per year,  
or \$25 for two years.

### DISTRIBUTION

Readership consists principally of aircraft owners, fixed base operators, and airport management in Wisconsin, Minnesota, North Dakota, South Dakota, Illinois, Iowa, Michigan, Indiana, Missouri, Kansas, and Nebraska.

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& CORRESPONDENCE TO:**  
MIDWEST FLYER MAGAZINE  
P.O. BOX 199  
OREGON, WI 53575-0199 USA

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MIDWEST FLYER MAGAZINE  
6031 LAWRY COURT  
OREGON, WI 53575-2617 USA

## If They Can Do It To Minneapolis-Crystal Airport, They Can Do It To Your Airport

by Dave Weiman

**O**nce again, Minneapolis-Crystal Airport (MIC) in Crystal, Minnesota, is being threatened by its managing Metropolitan Airports Commission (MAC), as the commission is proposing to close either one or both crosswind runways, and possibly all but one primary runway. That's MAC's idea of keeping General Aviation alive and well in the Twin Cities, and their way of pacifying local politicians and developers who would prefer to do a "Mayor Daley" and level the entire airport.

The greater Twin Cities metropolitan area is fortunate to have the absolute best airport reliever system in the country, and the Metropolitan Airports Commission must leave all of its reliever airports intact, and not yield to political pressure and ignorance to either reduce or eliminate airport property or facilities (i.e. runways).

Unfortunately, local politicians oftentimes fail to understand the immediate and long-range impact of eliminating airports and airport property, and developers only see dollar signs in replacing runways with strip malls and office buildings. They fail to appreciate the major economic impact Crystal Airport already has on the northwest suburbs.

Crystal's dual primary and crosswind runways are every bit as important as the primary and crosswind runways at Minneapolis-St. Paul International Airport.

Whether it is a Northwest Boeing 747 transport, or a Flying Scotchman (FBO) Cessna 152 trainer, all airplanes are equally affected by surface wind conditions, and have crosswind landing and takeoff limitations. Crosswind runways are not a matter of convenience, but rather a matter of safety and airport utility. The founders of Minneapolis-Crystal Airport had the vision and understanding to realize this very basic aerodynamic principle, and purposely designed Crystal as it is today.

In preserving existing airports and developing new ones, the most important issue is "land acquisition and preservation" to ensure that there is land available to meet current and future aeronautical needs, and to protect runway approaches and air space. It is inconceivable that any governing body or agency with the responsibility of maintaining an existing airport would even consider eliminating any airport property or facilities now or in the future. To do so at any airport would be irresponsible. For the Metropolitan Airports Commission to do so at any one of its six General Aviation reliever airports would send a clear message that all the commission cares about is protecting and developing Minneapolis-St. Paul International Airport, and serving the airlines, especially Northwest.

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Tom & Renee Watry



Dave Weiman

Seaplanes were coming and going all day long at Harbor View Restaurant on Long Lake, Phillips, Wisconsin.



Dave Weiman

Price County Airport, Phillips, Wis., with a seaplane base located next door.

## A Pitts, A Panzl & A Dozen Seaplanes Woo Crowd At Price County Fly-In & Airshow

PHILLIPS, WIS. – Featured performers for the annual Price County Airport Fly-In/Float-In Breakfast &

Airshow, July 7, in the northwest Wisconsin community of Phillips (pop. 2,000), were Joe Dooley, the

“Flying Irishman” of Hutchinson, Minn., flying his Pitts S-1S, and

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### DIALOGUE FROM PAGE 9

Reducing the size or utility of Minneapolis-Crystal Airport would be a mistake that cannot be corrected at a later date!

I urge you, my fellow pilots throughout the Midwest, to email the Metropolitan Airports Commission and express your views on this proposal. Remember, if they can do it in Chicago and Minneapolis, they can do it at your local airport, too. Please email Briget Rief at Brief@mspmac.org, or write to: Bridget Rief, Metropolitan Airports Commission, 6040 28th Avenue South, Minneapolis, MN 55450. Thank you!

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**DEKE SLAYTON AIRFEST FROM P. 7**

missions over Japan. He served as a B-25 instructor for one year following the end of the war and subsequently left the Air Force to enter the University of Minnesota. He became an aeronautical engineer after graduation and worked for two years with the Boeing Aircraft Corporation in Seattle, Washington, before being recalled to active duty in 1951 with the Minnesota Air National Guard.

Upon reporting for duty, he was to be a maintenance flight test officer for a P-51 squadron located in Minneapolis, followed by 18 months as a technical inspector at the Twelfth Air Force headquarters, and a similar tour as a fighter pilot and maintenance officer with the 36th Fighter Day Wing at Bitburg, Germany. Returning to the United States in June 1955, he attended the USAF Test Pilot School at Edwards Air Force Base, California. He was a test pilot there from January 1956 until April 1959 and participated in the testing of fighter aircraft built for the United States Air Force and some foreign countries. Slayton logged more than 6,600 hours of flying time, including 5,100 hours in jet aircraft.

Deke Slayton was named as one of the Mercury astronauts in April 1959. He was originally scheduled to pilot the Mercury-Atlas 7 mission, but was relieved of this assignment due to a heart condition discovered in August 1959.

Slayton became coordinator of astronaut activities in September 1962, and was responsible for the operation of the astronaut office. In November 1963, he resigned his commission as an Air Force Major to assume the role of Director of Flight Crew Operations. Slayton was restored to full flight status and certified eligible for manned space flights in March 1972, following a comprehensive review of his medical status by NASA's Director of Life Sciences and the Federal Aviation Administration.

Deke Slayton made his first space flight as Apollo docking module pilot



Dr. Bill Blank in his American Champion Super Decathlon.

of the Apollo-Soyuz Test Project (ASTP) mission, July 15-24, 1975 – a joint space flight culminating in the first historical meeting in space between American astronauts and Soviet cosmonauts. Completing the United States flight crew for this 9-day earth-orbital mission were Thomas P. Stafford (Apollo commander) and Vance D. Brand (Apollo command module pilot). In the Soviet spacecraft were cosmonauts Alexey Leonov (Soyuz commander) and Valeriy Kubasov (Soyuz flight engineer). The crewmen of both nations participated in a rendezvous and subsequent docking, with Apollo the active spacecraft. Apollo splashed down in the Pacific Ocean near Hawaii and was quickly recovered by the USS New Orleans. Slayton logged 217 hours and 28 minutes in his first space flight.

From December 1975 through November 1977, Slayton served as

manager for the approach and landing test project. He directed the Space Shuttle approach and landing test project through a series of critical orbiter flight tests that allowed for the in-flight test and checkout of flight controls and orbiter subsystems and permitted extensive evaluations of the orbiter's subsonic flying qualities and performance characteristics.

He next served as manager for the orbital flight test, directing orbital flight mission preparations and conducting mission operations. He was also responsible for the Boeing 747/orbiter ferry program.

Deke Slayton retired from NASA in 1982. He was president of Space Services, Inc., of Houston, a company he founded to develop rockets for small commercial payloads. Up until the time he developed a brain tumor, in which complications took his life on June 13, 1993, Deke Slayton was an avid Formula One air racer at the National Championship Air Races in Reno, Nev.

For additional information on the Deke Slayton Museum, which chronicles the life of Deke Slayton and other Wisconsin born astronauts, aviation in Monroe County, and bicycling history, see [www.dekeslayton.com](http://www.dekeslayton.com), or call 888-200-5302.

For information on the Deke Slayton Airfest, see [www.airfest.com](http://www.airfest.com).

For hotel and tourism information, call 800-6589424 (La Crosse) or 800-873-1901 (Onalaska). □

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## Mid-Morning Airshow Well Received By Fly-In Pilots

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Skydive Twin Cities



Dave Weiman



Dave Weiman

Dave Weiman



Dave Weiman

(L/R) Field of Dreams owner, Brian Weidendorf; airshow performer, Randy Harris; and airport manager, Matt Johnson.

HINCKLEY, MINN. – The aroma of fresh perked coffee and hot pancakes drew 586 people and 65 fly-in aircraft to the Field of Dreams airport in Hinckley, Minn., July 8. The two-act airshow featuring Randy Harris in his red, white and blue Skybolt 300, and “Skydive Twin Cities,” entertained pilots that arrived early and wanted to depart immediately following the show.

Field of Dreams is the fastest growing, privately-owned airport in Minnesota, which is open to the public. Brian Weidendorf is the owner of the airport, which he established in September 2003. He and airport manager, Matt Johnson,

**CONTINUED ON PAGE 18**





Don Winkler

1929 Ford Tri-Motor



Tom Thomas



Dave Weiman

Dancing to the music of the "Ladies Must Swing" orchestra.

## Ladies Must Swing Perform In Madison

MADISON, WIS. – "Ladies Must Swing," an all-female big band orchestra, performed July 7 for a hangar dance at Wisconsin Aviation, Inc., Dane County Regional Airport, Madison, Wis.

A portion of the ticket sales went to the Veterans of Foreign Wars. Proceeds from the concession sales went to support the Fireman's Park in Sun Prairie, Wis., and for refurbishing computers for the physically challenged and

senior citizens. Complementing the big band theme of the dance was the appearance of EAA's 1929 Ford Tri-Motor, which was in town giving rides that week.

Eastern Airlines sold the aircraft to the Dominican Republic in 1946, where it served as that country's "Air Force One." The aircraft was later sold and used in the 1964 motion picture, "The Family Jewels," starring Jerry Lewis.

Wisconsin Aviation, Inc. provided the facilities and publicity at no charge to support local organizations, and to promote aviation ([www.wisconsinaviation.com](http://www.wisconsinaviation.com)). □

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**MANITOWOC AIR SHOW FROM PAGE 4**

aircraft-launched pyro flight by Steve Oliver had to be scrubbed at the last minute due to an unexpected fog bank that rolled in off Lake Michigan and reduced visibility to less than a mile. Airshow staff and performers enjoyed the event from a party across the river at the Maritime Museum, home to an actual WWII submarine floating in the river. Manitowoc was well known for its submarine production in WWII.

Although it was difficult with all of 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



B-25 Mitchell bomber, "Pacific Prowler."

1937 Douglas DC-3, "Flagship Detroit."

a much wider geographical base than ever before. Thunder on the Lakeshore is turning into much more of a regional show. Major sponsors this year included First National Bank of Manitowoc, Holy Family Memorial Hospital, Baileigh Industrial, US Cellular, AT&T Yellow Pages, AvFuel, Kwik Trip Stores, the Herald Times Reporter, WOMT/WQTC Radio, and WCUB/WLTU Radio. Production support was garnered from throughout the state, including the 128th Fighter Wing of the Wisconsin Air National Guard in Madison, Wis.; the Wisconsin Air National Guard Combat Readiness Training Center at Volk Field, Camp Douglas, Wis.; and Austin Straubel International Airport, Green Bay, Wis. Drumm and other members of the committee pulled out all stops to produce what will be remembered as Manitowoc's finest airshow event ([www.thunderonthelakeshore.com](http://www.thunderonthelakeshore.com)). Plans are under-way for next year's event, slated for June 7-8, 2008. □

## Light Sport Aircraft MAINTENANCE



*by Joe Rethmeier*

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Joe Rethmeier has completed the 120-hour Light Sport Repairman-Maintenance Course, and the 19-hour courses for LSA Weight Shift Control (trikes) and LSA Powered Parachutes through Rainbow Aviation Services of Corning, Calif. Mr. Rethmeier is now one of the first licensed Light Sport Aircraft technicians in the United States, and the first in Minnesota.

\* Special LSA are delivered turnkey flyable from a manufacturer, and meet certain ASTM "consensus standards."

## Thunder On The Lakeshore Met All Expectations!

*by Geoff Sobering*

MANITOWOC, WIS. – The weekend of June 2-3 was a busy one for airshow aficionados in the Midwest. Davenport, Iowa and Rockford, Illinois, both had large airshows, head-lined by the Thunderbirds and Blue Angels respectively. While I enjoy the experience of the big jet teams, I headed north to the "Thunder on the Lakeshore" airshow at Manitowoc County Airport (MTW), Manitowoc, Wis.

It's easy to explain why Manitowoc is one of my favorite shows. Curt Drumm and his organizers always put together a great event with lots of variety, everybody is tremendously friendly, the venue is nearly perfect, and the Birch Creek Inn is a wonderful (and inexpensive) place to stay over a long weekend. As a fan of fly-ins and airshows, what more could I want?

Let my photography in this issue of *Midwest Flyer Magazine* bring you one step closer to attending Thunder on the Lakeshore in 2008. □





(L/R) Duane and Bonnie Grube of Harbor View Restaurant with Price County Airport Manager Chris Hallstrand.



The "Flying Irishman," Joe Dooley, performs in his Pitts S-1S.



(TOP) Air show performer, Darrel Massman, flying his Panzl monoplane.  
(BOTTOM L/R) Cheryl Dooley (chase plane pilot), Joe Dooley (performer), Chris Hallstrand (airport manager), Darrel Massman (performer), and Kristi Massman (crew chief).

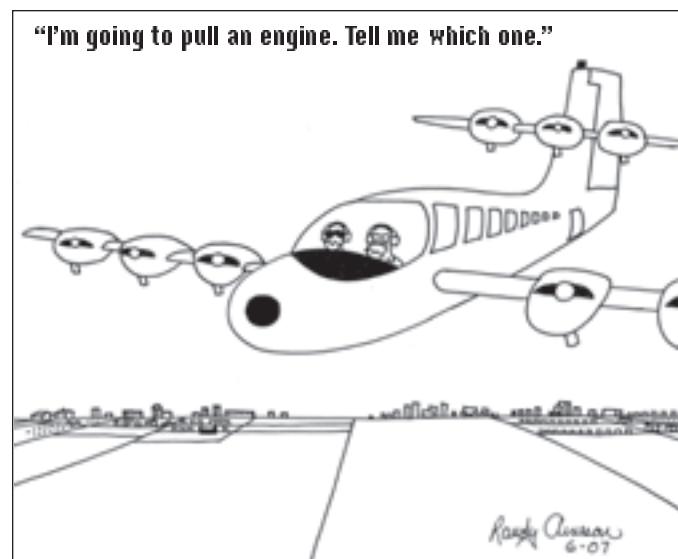
#### **PRICE COUNTY FLY-IN FROM PAGE 10**

Darrel Massman of Waupaca, Wis., flying his Panzl unlimited aerobatic-class monoplane. Also featured were about a dozen seaplanes that flew into Long Lake, located across the street from the airport at Harbor View Restaurant, after making their approaches down Rwy 24. Approximately 50 more airplanes on wheels and amphibious floats landed at the airport. Local residents and summer vacationers made up the crowd of spectators.

Dooley and Massman performed two shows – one in the morning, and one in the afternoon.

Food was served at Harbor View Restaurant on Long Lake, the major sponsor of the airshow, where everyone had ringside seats to watch the seaplanes land and takeoff.

For information on Price County Airport and recreation in the area, call 715-339-3701. Chris Hallstrand is airport manager. Self-service fuel is available. □



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**LAKE IN THE HILLS FROM PAGE 8**

This year, in addition to the clown on stilts and the "Lowe's Kid's Workshop" hangar, they held the first round of trials for the "Summer Sunset Idol" talent competition before the airshow.

Filling out the "fun for the whole family" act, was a collection of carnival rides. The airshow itself was well worth the drive down from Madison, Wis. for me.

The show opened with a fun demo by a U.S. Army Blackhawk helicopter from the Illinois Army National Guard. The helicopter demonstrated the precision control of the big bird by playing "peak-a-boo" in the small valley on the other side of the runway from the crowd.

There were three single-ship aerobatic performers: Skip Stewart, one of the members of the "X-Team," flew his highly modified Pitts biplane;



Geoff Sobering

A Chicago-based U.S. Army Blackhawk helicopter playing "peak-a-boo" in the valley behind the runway.

Susan Dacy brought "Ole Red," her 450 Super Stearman; and Doug Dodge flew his Pitts.

"Team Aerostars" featuring pilots Harvey Meek, Paul Hornick, and David Monroe, put on a great formation flying program with their three Yak-52s. For folks who like fast jets, Paul van den Heuvel's MiG-21 and

David Burdine's MiG-17, did the trick. Two performers unfortunately had to cancel at the last moment. Herb Baker and his T-28 "Ditto" had engine problems the week before the show, and Mike Keenum's Hawker Sea Fury, "Riff Raff," was kept on the ground by bad weather at Chiago-Midway Airport.

The weather at the Lake in the Hills Airport wasn't perfect, with clouds all day, but the drizzle stopped just as the gates opened, and the cloud-base was high enough for all the performers to "do their thing." The airshow box was placed a bit away from the main show grounds, but it was close enough that most people had a good view. □

**FIELD OF DREAMS FROM PAGE 14**

produce the annual fly-in breakfast and "free" airshow to promote the airport, aviation, and to thank local residents for their support.

Airshow performer, Randy Harris, of Tulsa, Okla., learned to fly model airplanes at age 12, and full size airplanes at age 25, just after completing a degree in Mechanical Engineering. His current "day job" is with a major U.S. airline. Before that he was a flight test engineer with McDonnell Douglas where he learned a disciplined approach to flying. His entertainment background includes radio personality, aviation writer, and night club DJ.

Harris is a do-it-yourself kind of

guy. He built the Skybolt 300 himself so that he could modify it as necessary for doing air shows. Among some of his self-created maneuvers are the HammerSlide, GroverOver and Happy Puppy Pass.

Harris and his wife, Linda, currently reside at Gundy Airpark located just outside of Tulsa, Okla.

The skydivers were Kerry McCauley and Joe Johnson from "Skydive Twin Cities" out of Baldwin, Wis. ([www.skydivetwincities.com](http://www.skydivetwincities.com)).

Located just 1 mile from the Grand Casino & Grand National Golf Course, Field of Dreams airport isn't only convenient for guests, but also has self-service fuel at reasonable prices. The price for 100LL was only \$3.59.

Field of Dreams has two large, heated hangars for company, customer, and transient aircraft, as well as Weidendorf's personal Cessna 206 on Wipline amphibious floats. The main hangar has a spacious pilot lounge with bathrooms, showers and a pilot briefing room with weather computer. The airport features a 75 x 2,754 ft. paved runway (06/24) with pilot controlled lighting on 122.9. Weidendorf's company, "Eagle Air," offers aircraft rental, flight training, and air charter.

There are three campgrounds located nearby, and under-wing camping is welcomed at the airport, although accommodations are available at the casino. Ground transportation is available through the casino and Lee's Limousine Service. Lee's owner, Lee Casto, is a pilot and aircraft owner, and for the day of the fly-in, he was the air boss and emcee.

For additional information about the airport, casino or area recreational opportunities, contact Matt Johnson at 320-384-6667 ([www.fieldofdreamsairport.com](http://www.fieldofdreamsairport.com)). □

**FLY-INS • AIR SHOWS CONTINUED ON P. 58**

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## AVIATION HISTORY



"Smiling Thru," a 1929 Travel Air 6000B owned by the Automatic Washer Company of Newton, Iowa.



(L/R) Harry Ogg, president; Katherine McBride, aerial secretary; Wilford Gerbracht, pilot, of Automatic Washer Company. McBride and Gerbracht eventually got married.

## The Eclectic Corporate Airplane Named "Smiling Thru"

by Jim Jones

When you think of preserving American aviation history, you usually think of the National Air and Space Museum or any one of scores of great museums around the country. Most museum collections contain aircraft with military or record-setting backgrounds. Few museums, however, are dedicated to business aviation and its role in building and sustaining our economy. So the memories and the contributions of those early corporate airplanes are slowly fading away.

However, the little town of Newton, Iowa, located just 35 miles east of Des Moines, was the home of one of the most colorful and unique early business aircraft in America.

It was a Travel Air 6000B owned by Harry Ogg, president of the Automatic Washer Company of Newton, Iowa. His airplane gained tremendous popularity in the Midwest. While, in 1929, any airplane created excitement and news, this particular Travel Air was equipped for maximum utility and public relations impact.

It all started sometime in 1928 when Ogg took an airplane ride in a Travel Air biplane piloted by Wilford Gerbracht of Ames, Iowa. Ogg immediately saw the advantages of an air-

plane for his company. He said that in the course of a year he "could save four months time by using the ship." In those days before cell phones,

internet, fast cars and faster airplanes, one can see how he easily came to that conclusion.

Sometime in June of 1929, Ogg contacted Walter Beech of the Travel Air Company and ordered a Travel Air 6000B. It was a six-seat, high-

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One of many weddings that took place onboard "Smiling Thru."

wing monoplane powered by a Wright Whirlwind J-6 300 hp engine. But the similarity with any other 6000B in the Travel Air factory ended there.

Harry Ogg was a visionary. He ordered this particular 6000B equipped to be his "aerial office." It came from the factory with the most modern dictating machine of the day, an Ediphone that used wax cylinders for recording. There was also a small red typewriter on the folding table for typing dictated correspondence. He had an interphone installed so while



Harry Ogg at the Ediphone in his private air office flying at an altitude of 2,000 feet while on his first business trip.

he was seated in the cabin, he could talk with the pilot in flight.

The cabin was also equipped with reversible velour covered reclining seats, carpet and window curtains. Speaking of windows, they were just like automobile windows; they could be cranked up and down by the passengers. An altimeter was installed in the cabin so the passengers could keep an eye on their altitude.

Ogg was concerned about noise interfering with the execution of business during flight, so he had the engine exhaust modified and insulation added to the fuselage walls.

In the cabin there were two wall plugs, one for the Ediphone and the other for demonstrating the latest model of Automatic Washer. In fact, all the seats could be removed and up to four washers loaded for special delivery.

Other features of the cabin included vanity cases, cigar lighters, ash trays and three dome lights. All the hardware in the cabin was silver plated.

The 4,000 pound gross weight airplane was reported to have a range of 600 miles at a cruise speed of 110 mph. It was equipped with special landing lights, an electric starter, navigation lights and "night flying equipment." In a publicity brochure about the plane, it was stated that there was "a safety belt at each seat." Obviously an option rarely ordered.

The motto for the Automatic Washer Company was "Use an Automatic Washer on Monday and Smile Through the week." So Ogg



The 1929 Travel Air 6000B could haul as many as four automatic washers.

named his Travel Air "Smiling Thru." It arrived at its new home in Newton, Iowa on August 22, 1929. Ogg hired Wilford Gerbracht, who gave him his first airplane ride, to be the pilot of Smiling Thru.

Smiling Thru, like most corporate airplanes of the day, was used for marketing as much as simple transportation. The name of the company, the company motto and the words "Smiling Thru" were emblazoned all over the outside of the airplane.

One feature on Smiling Thru NOT found on modern business aircraft today was a siren. When Smiling Thru was about to land at a town, it would over-fly the town and blast its siren to bring people out to the airport. Smiling Thru was used to give rides to salespeople, company employees, politicians, dignitaries and movie stars.

In its first year of operation, over 9,000 people got rides in Smiling Thru. There were also eight "aerial weddings." Smiling Thru flew nearly 900 hours to 43 of the 48 states at the time. That's pretty intense flying when you consider there were also three engine overhauls during that first year.

A special steel hangar was built for Smiling Thru on a grass strip on the north side of the town of Newton. Sometime in 1931 the airplane was sold and, as the story is told, went to California. Records of the airplane from the time it left Newton are non-existent. However, the hangar remained and was moved into town to

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be used as a county garage.

In February 2000, the county needed to make space for a larger facility and sold the hangar to the local EAA chapter. Since then, EAA members of Chapter 456 in Newton have worked to restore the hangar to its original glory.

After all of the pieces of the hangar were numbered and photographed, the hangar was dismantled and moved to the current Newton Airport south of town. The steel framework and the side panels had taken a beating over the years, and even though the panels were galvanized steel, rust was beginning to take up residence. However, the hangar was sound and restorable.

A special machine was built to straighten all the wall and roof panels. Hundreds of holes were welded shut and dents were taken out one at a time by hand. The steel framework was straightened, blasted, primed and painted with epoxy paint designed for underwater use.

A foundation and floor were poured, and then dug up due to projected changes for the airport. The hangar parts were moved to a second location. Grading was begun to pour another foundation when the new airport design and layout was finalized and unveiled. This meant the hangar site changed once more.

Finally, in November 2006, the reconstruction of the Smiling Thru hangar began. All the wall panels had been painted on the inside surface. The steel framework had been painted so that when the building is assembled, nowhere will there be bare metal touching bare metal. After the structure is completely assembled, minus the windows and doors, the exterior will be painted.

In 1929, there was a beacon tower located to the left of the hangar, as one would face the open hangar door. After the EAA chapter erected the three walls and trusses of the hangar, the City of Newton donated its old surplus beacon tower from the new airport redesign and had it placed in

the exact same place as the original tower. History is slowly taking shape at the Smiling Thru hangar.

The goal is to finish the Smiling Thru hangar project by August 1 of this year with a dedication ceremony to follow soon after. The hangar will be used for EAA meetings and other community events.

Smiling Thru was a very unique corporate airplane and a treasured part of American aviation history. By preserving the hangar, logbooks and other artifacts from Smiling Thru, the story of Smiling Thru, and early business aviation, will be told for generations to come.

For more information on Smiling Thru, or the hangar project, contact Jim Jones at 641-792-9764. Special thanks go to the Gerbracht family for permission to use the photos that accompany this story.

**EDITOR'S NOTE:** If you have an aviation history story to share, email it to *Midwest Flyer Magazine* at [dave@midwestflyer.com](mailto:dave@midwestflyer.com). Thank you! □

## Ask Pete!

by Pete Schoeninger

Send your questions  
or comments to  
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**Q:** An airplane salesman heard that my airplane was for sale, and asked me about a one party listing, at a sales commission of 3% of the selling price. I didn't quite understand what he was talking about, so I declined. What did he mean?

**A:** A one party listing means you sign an agreement with the airplane salesman which provides a 3% commission to that airplane salesman (or his employer) should the one party he specifies and shows your airplane to,

**CONTINUED ON PAGE 31**

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## MUSEUMS



(L/R) Norm Wingler, Air Combat Museum (ACM) Director of Development, and Gene Beenenga, ACM Volunteer Coordinator.



Air Combat Museum  
Springfield, Illinois

## Air Combat Museum, Springfield, Illinois

by Jim Bildilli

If you're into the \$50 hamburger concept...err, more like \$200 today, you might want to include Springfield, Illinois in your travel plans. Although you won't find a hamburger, the Subway sandwich shop located in the terminal will certainly satisfy your hunger. Of course, if you have to "justify" the expenditure, you should plan to visit the Air Combat Museum that is located just south of the main airport entrance. It's a short walk, but if you want a ride, you should be able to get someone from one of the FBOs to give you a lift. Just remember to show your appreciation, and top it off!

Started in 1993 by local aviation enthusiast, Mike George, the museum contains one of the largest collections of flying antique and warbird aircraft in Illinois. Included in the collection is a Fleet Model 9 (under reconstruction) that was built only two years after "Lucky Lindy" made his trans-Atlantic flight. Fleet Aircraft Co. owner, Larry Bell, later founded Bell Aircraft which manufactured the P-39 Airacobra and the nation's first aircraft to break the sound barrier.

Next to the Fleet, you'll find a Ryan PT-22 that is currently undergoing a complete "ground-up" restoration. This "Maytag Messerschmitt" taught many WWII pilots the basics of flight and is expected to return to flight status later this year.

Gracing another corner is a Taylorcraft L-2M "Grasshopper" and a Beechcraft AT-11 "Kansan." Both are displayed in their original military livery. A new "glass nose" has been acquired for the AT-11, so it will soon be restored to its original "task" of training bombardiers.

Sitting near the rear of the hangar is one of only 100

flying P-51 Mustangs. "Worry Bird," which saw service in the European theater, and is listed in the National Historic Registry. It will be with 99 of its "siblings" at the former Rickenbacker AFB in Columbus, Ohio, this fall as a part of the USAF birthday celebration, "Mustangs & Legends," September 27-30. Near the Mustang is another very rare and famous fighter, the Vought F4U-5N Corsair. Used by the Marines in the Pacific and in Korea, its heavy loads of bombs, rockets and large cannons were very effective in providing close air support and disrupting the flow of enemy supply lines.

Another trainer housed in the museum is a 1950's vintage Beech T-34 Mentor. This very popular aircraft was not only used by the U.S. military, but several other nations as well. Displaying the marking of the Indonesian Air Force, it provides a somewhat familiar, but unusual sight.

Also tucked away in the hangar is one of only seven flying Soko G-2A Galeb (Seagull) jet aircraft. Built in Yugoslavia after WWII, it was used as a trainer for ground attack missions. This Soko has the distinction of being in the movie "Iron Eagle" starring Lou Gossett, Jr., and has been flown in many air shows around the Midwest.

Located throughout the museum are several displays of patches, instruments, engines and a comprehensive collection of aircraft models. Rotating exhibits featuring Women in Aviation, the Tuskegee Airmen and combat veterans will soon be added. Of course, the museum is always looking to enhance these displays with donated items. Several of the current items are from the personal collections and mementos of area residents.



While most museums present a somewhat "cold" appearance and attitude, the Air Combat Museum (ACM) is the exact opposite. This open and family-friendly concept is being further developed by its new director of development, Norm Wingler. Norm is an Illinois Aviation Hall of Fame inductee and a former Lt. Col. in the U.S. Air Force. After spending nearly 25 years with the Prairie Aviation Museum in Bloomington, Illinois, he and assistant director, Fran Romine, are now developing programs to expand the Air Combat Museum's visibility. Because of its Lincoln heritage, Springfield is the second most popular tourist destination in Illinois. Presently, many who are visiting the Lincoln sites will stop by ACM out of curiosity and quickly discover this hidden gem of aviation history.

ACM does not charge an entrance fee, but like all not-for-profit organizations, they do appreciate the occasional donation. Possibly, the largest donation appreciated is that of personal time. According to volunteer coordinator, Gene Beenenga, there's a project or job to fit anyone's talent, including the physically challenged. Gene is in charge of matching volunteers with the "to do" list and has projects large and small for those willing to donate their time. Of course, with a flying museum, there's always the opportunity for some personal reward for one's efforts. Volunteers do have the opportunity to participate in local flights and sometimes travel to other Midwest air shows to assist with crowd control and other activities. Focusing on the "family" concept, ACM has had volunteers ranging in age from 7 to a

veteran aviator of 87.

Like most museums, ACM's goals are to educate, raise public awareness and to preserve aviation heritage. However, unlike the others, ACM has an additional goal of accomplishing them through an "extended" family of volunteers whose varied talents will be appreciated no matter how great or small.

If you would like to know more about getting involved with the Air Combat Museum, contact Norm Wingler at 309-824-1009 or Gene Beenenga at 217-698-3990. If you would like to visit the museum, its hours are from 9:00 am to 5:00 pm, M-F. Other days and hours are available by appointment by calling 217-494-8816. Because of limited staffing, it is suggested that you call 217-522-2181 to ensure that someone will be available to conduct a tour. □

### Pilots Frustrated With FSS... Improvements On The Way?

WASHINGTON, DC – The steep spiral has stopped as Lockheed Martin tries to get the flight service station (FSS) system back to level flight. A June 22 survey conducted by AOPA among pilots shows that there were no significant changes in briefer professionalism, knowledge of local geography, and familiarity with equipment when compared to the results of a May 29 survey. Nearly half rated briefer meteorological knowledge as "poor" or "very poor."

But things could be slowly getting better. AOPA met with Lockheed officials on July 10, and Lockheed said that 80 percent of their briefers have been trained on the new FS21 information system; 11 of 16 satellite stations have been upgraded to the FS21 system; and the remainder should be active by mid-August. Lockheed's statistics show that the company is more consistently achieving its contractual obligations. Every day last week, for example, they say they met the goal of answering 80 percent of all phone calls within 20 seconds.

Meanwhile, according to Washington Hub Operations Manager,

Don Hilton, the popular "Fast File Service" is expected to be available again by the end of August 2007. □



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Dear Fellow Pilot:

Along with the continuing battle over GA user fees and FAA funding, AOPA is busy getting the "service" put back into Lockheed Martin's FS21 Flight Service modernization effort.

FS21 promises to greatly reduce costs and improve services. And it ran very well when the new system launched last year. But Lockheed Martin ran into what could charitably be called moderate to severe turbulence during a planned system consolidation in April. Flight Service simply broke down. And the performance guarantees we helped to negotiate, similar to ones you would include in a homebuilder's contract, kicked in. We are pushing the FAA and Congress to hold Lockheed Martin's feet to the fire to provide the mandated performance and fulfill the potential of the FS21 system.

AOPA is a major supporter of FS21 because the system needs it, and because GA as the major user of Flight Service needs to control its own destiny. The Flight Service system was built on 30-year-old technology held together with proverbial baling wire. And it was expensive, costing the government about \$25 per briefing. Continuing that setup would only encourage the user fee zealots. And we remain determined to keep user fees out of any FAA funding plan.

Just as we are with FAA funding and user fees, we are working daily on making Lockheed Martin deliver on FS21. You can follow along at [www.aopa.org/lockheedhp/](http://www.aopa.org/lockheedhp/).

Please tell us about your experiences with Flight Service. And as always, stay current with and ready to act on the FAA Funding front. It's going to be a busy summer.

Blue skies,

Phil Boyer

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## DESTINATIONS

## Take Your Fall Foliage Flight To AOPA Expo

by Phil Boyer  
AOPA President

**H**ere's a surefire recipe for a fantastic fall flight, especially for pilots in the Great Lakes region and the Midwest.

First, take a clear autumn day and a brilliant montage of gorgeous fall colors.

Next, add in easy airspace, friendly controllers and great GA airports.

Finally, blend in a few thousand of your closest flying buddies and the best products and education that GA has to offer. Voila! You've created your fly-in trip to this year's AOPA Expo.

This year's Expo in Hartford, Ct., is a unique opportunity for GA pilots to appreciate the perks of flying in. Connecticut is a virtual GA oasis between the busy New York and Boston Class B airspaces. The towered Hartford Brainard airport is the host facility, while Class C Bradley International with its accommodating controllers, is a short distance north.

Once at Expo, you'll have a virtual smorgasbord of GA products and services to check out, not to mention the great aircraft on display on the flight line. And you'll have your choice of AOPA's always-great educational sessions to



enrich your flying knowledge.

Your plane also makes it easy to bookend Expo with visits to attractions such as the New England Air Museum – site of Expo's Friday Night Party – the Basketball Hall of Fame, the Connecticut shoreline and Mystic Seaport, Mark Twain's homestead, nearby casinos or even a quiet hike in the blazing fall foliage.

So make flying in your "Plan A" for this year's Expo. "Plan B" can be a reasonable drive from most locations east of the Rockies. Either way, you'll be able to enjoy a great GA event at a wonderful time of the year in New England. □

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## LEGISLATIVE AFFAIRS

## The Battle Is On

Guest Editorial by Phil Boyer  
AOPA President

**T**he battle over FAA funding and its proposed user fees is now heating up on Capitol Hill. While the House Bill (H.R. 2881) contains NO user fees and only a modest inflationary tax increase, the current Senate version (S. 1300) contains a \$25-per flight user fee disguised as a "surcharge." That's why I'm asking all GA pilots to stay informed and ready to be heard in the halls of Congress.

And make no mistake, GA pilots are being heard in Washington loud and clear. So far we have asked members in key Congressional districts to contact their Senators and

Representatives who hold strategic positions in this stage of the fight. Recently, we reached out to more than 135,000 members to lobby against the Senate user fee proposal. We lost a razor-thin vote in the Senate Commerce Committee after being told over and over that we didn't even stand a chance. We may have been bloodied by a few punches, but we still have many rounds left in this fight against user fees.

Targeted contact from AOPA members will continue to be critical as the House and Senate advance their own alternatives to the FAA's funding plan. And we will continue our push as any compromise proposals is worked out between the two sides of the Capitol. But, rest assured, we won't sacrifice some of GA to user fees to save other parts. And we'll take nothing for granted until a proposal that treats all of avi-

ation fairly is signed into law. Much work lies ahead.

There are three things you can do until we alert you to take specific action.

1. Stay current with the latest news with regular visits to the special FAA Funding section of the AOPA Website ([www.aopa.org/faafundingdebate](http://www.aopa.org/faafundingdebate)).

2. Encourage GA pilots who are not current AOPA members to join now. And encourage your fellow members to renew their membership at this critical time.

3. Defend the home front: be alert to articles in your local paper and respond as a local pilot. Let the news media in your community know how much GA means to you and your neighbors.

With your help, we will preserve the uniquely American freedom of GA flying. □

### Chicago Sun-Times Editorializes On FAA Funding Debate

CHICAGO, ILL. – The Sun-Times News Group editorial board (the editorial voice for the Chicago Sun-Times, the Daily Southtown, and several other newspapers serving the greater Chicago area) recently met with a representative for the airlines and then later with AOPA President Phil Boyer. In the board's editorial following the meetings, it noted that the airlines and the FAA want "user fees on private planes to make them cough up more" toward the cost of the NextGen air traffic control modernization project.

"But general aviation and corporate jet advocates don't concede that

they are not paying their fair share," said the editorial writers. "They say user fees will cripple private aviation — at great cost to smaller airports and rural communities that rely on such planes. Some of them believe the current taxes they and the airlines pay will be adequate to fund the new system; but if taxes have to go up, they favor an increase in the fuel tax that they now pay."

The editorial notes that the number of private aircraft will likely increase, placing greater demands on the ATC system. "They should bear more of the costs. And if user fees are so crippling, perhaps higher fuel taxes can be the way to get them to shoulder a greater share."

"That's exactly why the GA community has endorsed H.R.2881, the House version of the FAA funding bill," said Phil Boyer. "We agree that the ATC system needs to be modernized, but we have always said that it could be done within the existing tax structure. And we're willing to accept an inflation-adjusted fuel tax increase to make it happen, which is what the House bill proposes to do."

This isn't the first time that the Sun-Times News Group editorial board has weighed the facts and sided with general aviation. They supported maintaining Chicago's "lakefront jewel" Meigs Field and roundly condemned Mayor Richard M. Daley after his midnight raid that destroyed the airport. □

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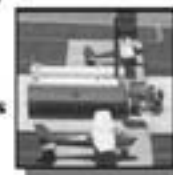


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## U.S. Senators Clash On Funding Debate

WASHINGTON, D.C. – User fees or bust. Two powerful senators drew a line in the sand July 12 and made it clear that there would be severe penalties if their FAA funding bill (S.1300) is changed or disapproved.

“Commercial airline passengers shouldn’t continue to subsidize corporate jets,” said aviation subcommittee Chairman John D. Rockefeller (D-W.Va.) during a Senate Finance Committee hearing. “If we don’t restore equity, then as chairman of this aviation subcommittee, I will address the equity issue by looking for ways to limit general aviation access to congested airspace.”

Sen. Trent Lott (R-Miss.) said, “We’re going to have a fair bill or no bill, and I’m prepared to go to the mat.”

But fair can be in the eyes of the beholder. While some of the senators and the witnesses argued that the airlines pay more than their fair share to support the air traffic control system, Sen. Pat Roberts (R-Kan.) noted that, “We’ve had preferential tax treatment for the airlines, particularly in pensions.”

And while Sen. Lott chastised most of the aviation community for being unwilling to pay more, Sen. Roberts said that wasn’t the case for GA.

“The general aviation community is not unreceptive to an increase in the gas tax,” said Roberts. “They’re

for modernization as well.”

While Sen. Rockefeller believes that the proposed \$25 per flight user fee for turbine aircraft “isn’t exactly a backbreaker,” and that “90 percent of general aviation aircraft are excluded” from paying, Sen. Roberts said, “It’s not the fee; it is the structure. All of general aviation is opposed to the fee, even the 90 percent that are exempt.”

And while neither Rockefeller nor Lott mentioned that S.1300 would eliminate the 4.3 cents per gallon fuel tax the airlines currently pay, it didn’t slip past Roberts or Sen. Jeff Bingaman (D-N.M.)

“I don’t think that giving the airlines a tax break is the best way to start modernization,” said Roberts.

Sen. Bingaman questioned, with all that the FAA was trying to accomplish, “why would you eliminate the fuel tax on the airlines?” He noted that the ATC user fee would likely discourage flights to smaller communities. And witness Gerald Dillingham of the Government Accountability Office agreed, noting that regional air carrier profits are so slim that “the \$25 fee could put them over the edge.”

Dillingham restated his contention from previous hearings, saying that the current excise tax-based funding system “could support all FAA activities, including NextGen” — the ATC modernization program. And he said that forecasted revenues to the Aviation Trust Fund could support increased FAA spending.

Peter R. Orszag, director of the Congressional Budget Office, said that with a forecast 7 percent annual growth in aviation tax revenues, the trust fund would bring in some \$158 billion over the next 10 years, versus an inflation-adjusted FAA budget baseline of \$135 billion. “We [the FAA] don’t feel starved for funds,” said FAA Administrator Marion Blakey in response to a question from Sen. Charles Schumer (D-N.Y.).

“I can’t begin to tell you how strongly Sen. Rockefeller feels about the \$25 ATC modernization surcharge or user fee,” said AOPA President Phil Boyer. “And we have tried to explain to him how dead set we are against any user fee on any segment of aviation, regardless of the amount.”

“But general aviation is willing to contribute more toward system modernization through the fuel tax. That’s why we have endorsed H.R.2881, the House FAA funding bill. We would ask the Senate to give fair consideration to the taxing and funding concepts in that bill.”

The funding authority for the FAA and the government’s ability to collect aviation taxes will expire in September. If an FAA funding bill (called a “reauthorization bill”) is not approved before then, the FAA could be forced to stop operations. (AOPA) □



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## DESTINATIONS



## Michigan's Garland Resort Lures Pilots In All Seasons

by Stacy Wilk

LEWISTON, MICHIGAN – Pilots that like the out of doors, especially golfing and cross-country skiing, will

like Garland Resort at Lewiston, Michigan, featuring a privately owned/public-use airport with a 5,047-ft. paved runway (8M8).

Outstanding dining, luxurious accommodations and personalized service make Garland a perfect choice for vacationing families, couples, golf groups and corporate outings. Non-golfing activities include tennis, fishing, and skeet shooting in the summer, and cross-country skiing, snowmobiling, sleigh rides, and ice skating in the winter. Downhill skiing is available nearby.

Upon entering the four-diamond AAA-rated resort, we drove beneath a

log bridge that peered over the road. As we continued to the main lodge, the gardens were in full bloom and the fountains were flowing. The outside of the main lodge and guest buildings are rustic, warm and inviting. The main entryway has a large, beautifully engraved wood door, where we were greeted by Garland conference services manager, John Niskanen, who gave us a detailed tour of the facilities after we checked in.

We stayed in a “double villa,” complete with two bedrooms and queen-sized beds, two bathrooms, and a living room with a fireplace and mini fridge. Nearby the villas are an outdoor swimming pool, Jacuzzi, and

**CONTINUED ON PAGE 47**



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(TOP PHOTO) Jack Peter, Sales Manager (left), and John Lowe, President, of Des Moines Flying Service, Inc. (right), with John Ramsey, President of Ramsey Auto & Truck Center, Des Moines, Iowa. Ramsey has ordered a new PiperJet as seen in the background. (BOTTOM PHOTO) Piper Mirage.

#### AIRCRAFT

## Pilots Get Preview of Piper Jet At Customer Appreciation Barbecue

DES MOINES, IOWA – “Always first class,” is the motto at Des Moines Flying Service, an authorized Piper factory sales and service center for the Midwest, with locations in Des Moines, Iowa and Chicago, Illinois. And first class it was as the company hosted its customer appreciation barbecue in Des Moines, June 28.

On display was the mock-up of the new Piper Jet, as well as the Saratoga, Mirage, and Warrior. A number of DMFS customers have already placed orders for the Piper Jet, the single-engine turbine that is expected to cruise at 360 kts with a maximum range of 1300 nm. The aircraft seats six with an optional seventh seat. For additional information, contact DMFS at 515-256-5300 or Chicago Piper at 630-466-9258. □

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## Honda Advances Toward Production of HondaJet With North American Suppliers

GREENSBORO, N.C. – Honda Aircraft Company, Inc., (HACI) has announced agreements with GKN Aerospace-Alabama, Avcorp Industries, Inc., and Garmin International Inc., as major component suppliers for the HondaJet advanced light jet, to be produced at a

state-of-the-art plant at Piedmont Triad International Airport in Greensboro, North Carolina.

GKN, of Tallassee, Alabama, will supply the fuselage structural sub-assembly; Garmin, of Olathe, Kansas, will supply a state-of-the-art

avionics system specifically tailored for HondaJet; and Avcorp, of Delta, British Columbia, Canada, will supply HondaJet's wing structural sub-assembly.

The company has received more than 100 customer orders for the \$3.65 million HondaJet since its launch, October 17, 2006. □

## Cessna Delivers 5,000<sup>th</sup> Citation

PARIS – Cessna Aircraft Company, a Textron Inc. (NYSE: TXT) company, announced June 18 at the Paris Air Show that it has put into operation the 5,000<sup>th</sup> Citation business jet – a Citation X – accounting for nearly half of all jets delivered by U.S. manufacturers.

To celebrate this milestone, Cessna will display the aircraft at various air shows and events this year, including the National Business Aviation Association annual meeting, September 25-27<sup>th</sup>. The 5,000<sup>th</sup> Citation will be delivered to one of Cessna's largest customers – XOJet –



Cessna Citation X

later this year, adding to their growing fleet of Citation X aircraft.

"The 5,000<sup>th</sup> Citation is an exciting milestone to reach in our 80<sup>th</sup> year of business," said Chairman, President and CEO Jack J. Pelton. Cessna decided to enter into the jet market in

the late 1960s to fill the gap between the top-of-the-line twin-engine turboprop and the early business jets of that era. The first Citation – the Citation 500 – was delivered in 1972. It was the first business jet to feature a fan-jet engine setting new standards in economy ease of operation and low noise levels. It soon became known as "The Sensible

Citation."

There are currently eight Citation models in production: the Mustang, CJ1+, CJ2+, CJ3, Encore+, XLS, Sovereign and Citation X. Two Citations are in the development process: the CJ4 and the XLS+. □

## Former Ford Plant Manager To Head Eclipse Aviation Manufacturing

ALBUQUERQUE, N.M. – Eclipse Aviation, manufacturer of the Eclipse 500 very light jet (VLJ), has hired Todd Fierro as vice president of manufacturing. Fierro brings Eclipse 18 years of manufacturing experience at Ford Motor Company and will be responsible for all aspects of high-rate

production for the Eclipse 500.

Fierro joins Eclipse Aviation following a long and successful career at Ford Motor Company, where he ascended rapidly through the ranks to ultimately serve as the company's Sterling Heights, Michigan plant manager. In this position, Fierro oversaw production in a 3.5 million square foot facility staffed by 2,500 hourly employees. At Ford, Fierro

was known for his commitment to aggressive process improvement and his ability to increase production capability while maintaining a very lean operation.

From the outset, the Eclipse 500 has been designed for high-volume production. The company's current facilities are designed to support the production of up to 1,000 aircraft a year (<http://www.eclipseaviation.com>). □

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### NASCAR's Matt Kenseth Commutes To Race Sites In Mooney Acclaim



DAYTONA BEACH, FLA. — Wisconsin native and NASCAR super star, Matt Kenseth, who finished second in NASCAR's NEXTEL Cup Series in 2006, isn't leaving his "need for speed" behind the wheel of his race car as he races in the 2007 season. The popular driver, who won four times last year, has been setting a rapid pace as he commutes

between his home in Mooresville, North Carolina and race tracks in his new Mooney Acclaim. He took delivery of his new airplane in December.

Kenseth returned to his home state last summer to ink a purchase agreement at the annual Experimental Aircraft Association (EAA) AirVenture in Oshkosh, Wisconsin. The newest addition to the Mooney product family, the turbo-normalized Acclaim will cruise at 237 knots at 25,000 feet. It's equipped with a Garmin G1000 avionics suite.

A certified private pilot with multi-engine and instrument ratings, Kenseth owns other aircraft, but says he enjoys commuting to racing venues in his 280 horsepower, turbo-normalized Acclaim. The Acclaim has a list price of \$579,900. □



### Wisconsin CAP Gets New High-Tech Aircraft

MADISON, WIS. – In an effort to beef up our national security efforts, the Civil Air Patrol nationwide has been getting new aircraft, and the latest in avionics GPS technology. The Wisconsin Wing of the Civil Air Patrol conducted a demonstration flight of its new Archer computer software program in April, while flying its new Gippsland GA-8 Airvan. The program enhances the wing's capability in the area of search and rescue, and national security. □

(L/R): Capt. Mikael Asfoor, CAP pilot; Maj. Harold Moe, CAP copilot; Brig. Gen. Gerald Olsen, Deputy Adjutant General, Wisconsin National Guard; Keith Tveit, Wisconsin Emergency Management Fire Services Coordinator; and Maj. Gen. Al Wilkening, Adjutant General, Wisconsin National Guard.

Photo by Don Winkler

### ASK PETE FROM PAGE 21

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# Minnesota Aviation Industry News

## MINNESOTA AVIATION TRADES ASSOCIATION



Dave Weiman



North Star Aviation



Dave Weiman

(L/R) North Star Aviation pilots Andy Rohlfling &amp; Matt Morris with a customer's Falcon 200.



Dave Weiman

(TOP L/R) Wayne Andersen & Mark Smith.  
(BOTTOM L/R) Kevin Doering & Rob McGregor.

## Diversity Is Secret To Success At North Star Aviation

by Dave Weiman

Imagine working part-time while attending college and being lured to leave school to pursue your dream of becoming an aviation professional. That opportunity then evolves into another, and then another, until one day, the big

door opens and you are finally offered a partnership in a well-established fixed base operation, in a growing metropolitan community, 50 miles southwest of the Twin Cities.

At the time, Mark Smith, now 48, and President and



CEO of North Star Aviation, Inc., Mankato, Minnesota, knew he was getting involved with a reputable business person, and that the operation had a lot going for it. The company – then called Aerodrome Aviation – already had a contract with Minnesota State University (MSU), Mankato to provide flight training for its Aviation Department, provided piston maintenance service, sold fuel, and managed the airport for the city. But at the time, Smith did not dream beyond that. It wasn't until he actually became a business partner did he realize that the business had no limitations... that he could keep on dreaming! The same was true for Smith's partner, Wayne Andersen, the Chairman of the Board.

Both Smith and Andersen grew up on farms, and knew what it was like to put in more than a full day's worth of work. So being on call 24/7 was not new to them.

Like for many of us, there was no "EAA Young Eagles Program" or "AOPA Project Pilot Program" when Mark Smith got his first glimpse of flying. But fortunately for him, he still had a mentor.

When Smith was in high school, he flew with his older brother in his Piper Lance from their home in Hartley, Iowa, to visit another brother and his wife who had been badly burned in a gas leak explosion. It was on that flight that the light came on for him to pursue a career in aviation, but he initially went on instead to pursue a degree in Agri-Business at Iowa State University. While at Iowa State, Smith began taking flying lessons. The following year, he transferred to Iowa Central University in Fort Dodge, where he worked the line at Fort Dodge Regional Airport. But Smith could not wait to graduate, and when offered a job as a mechanic for a crop-duster in Louisiana, he quit school and moved

there for two years.

One of the "bennies" of the job was flying a Cessna 172 to Mid-Continent Aircraft in Hayti, Missouri for parts. Smith accumulated 120 hours of flight time in those two years... more steps towards where fate would eventually take him.

At first, all Smith wanted to do was to become a Certified Flight Instructor (CFI) and in 1981, his hometown bank cosigned a loan so he could get his Instrument Rating, Commercial Pilot Certificate, and CFI. Also in 1981, Smith studied and passed the A&P mechanics exam on his own and moved to Sioux Falls, S.D. to work as an A&P and flight instructor. "I was looking for achievable goals, and found them," said Smith. In his spare time Smith flew a Piper Aztec for a small corporation.

In 1982, a new commuter airline with Piper Navajos started up in Fort Collins, Colorado, called Airlink

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Airlines, and Smith moved there on his honeymoon at age 22 with his high school sweetheart, Vivian. (The Smiths now have two sons and a daughter: Jordan, 19, Brandon, 16, and Shelby, 12.) A year later, the airline filed Chapter 11 and Smith moved back to Iowa where he started a crop dusting business in Sibley.

In 1985, Smith started flying corporate aircraft for Hubbard Milling in Mankato, Minn., and in 1992, he was asked by Wayne Andersen who was operating New Ulm Flight Service in New Ulm, Minnesota, to become a partner with him and Alan Lothert in Aerodrome Aviation (now North Star Aviation) – a partnership that has worked well ever since. In 1998, Smith and Andersen bought out Lothert's portion of the business.

Smith says of all the people who inspired him the most in his career, Dennis Day – the FBO in Louisiana for whom Smith worked for – inspired him the most. Day was born

and raised in Gillmore City, Iowa, and was recently killed when the wing spar of the Christen Eagle he had just donated to charit, broke.

Smith's most memorable aviation experience was flying a Falcon 900 from 2000-2004 for Tom Redmond, founder of Redmond Hair Products. That job took Smith to 41 different countries and to all 50 states. He hopes that an opportunity like that comes around again, but for now, Smith is content with increasing enrollment in MSU's Aviation Program, and adding clients to North Star Aviation's growing list of corporate managed aircraft.

Smith realizes fully the challenges facing General Aviation with FAA's proposed user fees, and increasing costs of owning and operating single-engine aircraft and light twins. But he feels that Light Sport Aircraft hold a lot of promise for GA's future, and North Star Aviation is considering adding LSAs to its flightline.

Smith's business partner, Wayne Andersen, 65, was on a trip in Oklahoma City with a Hawker 800 when we caught up with him. (North Star Aviation also manages a Hawker 700, Falcon 200, and a Falcon 20.) Like Smith, Andersen would rather be flying than sitting behind a desk. Andersen was born in Chatfield, Minnesota, and attended what was then Mankato State University from 1960-63, but he never finished his degree. He was a music major, and played trombone in modern dance and polka bands.

While living in Redwood Falls, Minn. (1963-69), farming with his

father-in-law and brother-in-law raising sugar beets, corn and soybeans, he and his brother-in-law earned their Private Pilot Certificates with Ray Johnson in Tracy, Minnesota in 1966. In 1969, Andersen went on to obtain his Commercial and Flight Instructor Pilot Certificates, and Instrument Rating, at Spartan School of Aeronautics in Tulsa, Okla., then went on to work as a flight instructor and corporate pilot for Chesapeake Corporation, a paper and cardboard box manufacturer in Richmond, Va. In 1973, Andersen returned home to operate the family farm with his brother-in-law following his father-in-law's retirement, so his career went full circle.

Andersen did crop dusting and helped out as a pilot in Marshall and New Ulm until 1986 when he and a partner purchased New Ulm Flight Service in New Ulm, Minn. Andersen and his partner at the time, Al Lothert, bought Aerodrome Aviation in 1991, and Mark Smith became the company's third partner in 1992, at which time they changed the name to North Star Aviation. With more of his time spent in the cockpit than behind the controls of a combine, Andersen found it necessary to hire a full-time manager to run his farm, then finally sold it in 1994.

Most of the aircraft North Star Aviation manages and crews are owned by corporations in the Twin Cities, which find it more cost-effective to base their aircraft in Mankato, outside the fee umbrella of the Metropolitan Airports Commission, then have their aircraft flown to the Twin Cities to pick up passengers.



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Andersen feels that the days of managing a small airport, and operating a small maintenance shop, pumping gas, and giving a few flight lessons, are all but coming to an end, as insurance costs, gas prices, and other economic factors push the industry to be bigger and better. He feels that “diversification” is still the key, but in order to survive and truly prosper, Andersen feels that an FBO must improve facilities and services, and serve a wider customer base. In fact, North Star Aviation is seriously considering expanding outside of Minnesota to a warmer climate, but has no plans to become a nationwide chain.

Like Smith, the Light Sport Aircraft movement intrigues Andersen. He feels that with more and more pilots buying LSAs, there will be a definite need for training.

Andersen feels that North Star Aviation is unique in having a contract with the City of Mankato to manage Mankato Regional Airport (MKT). A lot of small town operators are also airport managers and city employees, but North Star Aviation provides management services for a fee, and has hired Kevin Baker to manage the airport. MKT features a modern terminal building which houses North Star Aviation and its flight training center for MSU, large corporate hangars, two runways: 15/33 (5,400 X 100) and 4/22 (3,999 X 75), multiple approaches, and outstanding approach lighting.

Of the people who have inspired Wayne Andersen the most is Ray Johnson, an FAA examiner in Marshall, Minn., and business clients Lyle Berman of the Grand Casino Resort, and Rod Burwell of Pace Industries. “They have all been great role models,” said Andersen, “and taught me a lot in their respective areas of expertise.”

Wayne Andersen and his wife, Rachel, who is also a pilot, have three grown children: Curtis, 42; David, 40; and Todd, 36. Curtis, an instrument-rated pilot, is a West Point graduate and now general manager at the Walmart Distribution Center outside of Chicago, Illinois. David is a corporate pilot at North Star Aviation, and Todd is a welder.

### The Rest of the Management Team

When owners Mark Smith and Wayne Andersen are out flying customers, Scott Ostermann and Kevin Doering provide the continuity in managing the 40-member staff, and various departments. Scott Ostermann is Chief Financial

Officer of North Star Aviation; Kevin Doering is the Administrator; Rob McGregor is the Flight School Manager and works directly with the Minnesota State University Aviation Department; Mark Leavitt is Manager of Jet Maintenance, Piston Maintenance, and Avionics; and Thor Teigum is Manager of Line Services.

“We have a good maintenance crew who are cross-trained to work in more than one department,” said Doering. “If the jet maintenance facility is not busy and the piston shop is, the technicians work on piston aircraft and vice versa.”

Doering noted North Star Aviation’s participation in the National Air Transportation Association (NATA) “Safety First” Line Certification Program. Line Service Manager, Thor Teigum, successfully completed the program, which involves reviewing a series of videos and testing every two years. Once certified, the line manager is qualified to train all other line personnel.

North Star is also considering participating in NATA’s Charter Pilot Certification Program, and their upcoming Maintenance Certification Program.

Doering said that the purpose of the certification programs is threefold: 1) to increase safety, 2) to reduced insurance costs, and 3) to increase professionalism.

Each member of the North Star Aviation management team is thinking along the same lines. Like Smith and Andersen, Doering, too, would like to see the company managing more corporate aircraft in the future. They do not provide charter per se, but hope to get into “destination charters” at some point.

For Kevin Doering, it was a helicopter ride as a youngster that got him hooked in pursuing a career in aviation. Today in addition to being the Administrator for North Star Aviation, Doering is President of the Minnesota Aviation Trades Association (MATA), the organization, which represents all aviation businesses in the state.

“As a farm boy in the Mankato area, I used to watch planes land and take off from Mankato Regional Airport (Sohler Field),” said Doering. “Thanks to the support of my wife, Christine, I have been able to make aviation my career.”

For additional information on North Star Aviation, contact Kevin Doering at 507-625-6006, or via email at [kdoering@flymankato.com](mailto:kdoering@flymankato.com), and visit their website at [www.flymankato.com](http://www.flymankato.com) □

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# Aeronautics Report

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## Aircraft Accident Trends and Prevention

*by Jeff Taylor*

*WisDOT Aviation Consultant*

Last spring I held 16 pilot safety seminars across Wisconsin where I stressed the important difference between maintaining proficiency and just staying legally current. To help sharpen our focus on the phases of flight where we need the most work, let's take a look at the most recent AOPA Nall Report on aircraft accident trends and factors. This yearly report on general aviation aircraft accidents looks at accidents that occurred during the previous year and compares them to historical data.



Jeff Taylor

Over the long term, the total accident rate has declined from 78 per 100,000 flight hours in the 1940s to 7.2 per 100,000 flight hours in 2005 – a significant decline in the accident rate. But we have at best leveled off and in 2006 we saw a small increase in the accident rate.

While the overall trend has been a gradual improvement, you cannot come away from the report without wondering why pilot-related causes, specifically low-level maneuvering and weather, continue to account for so many fatal accidents. In fact, 83 percent of all fatal accidents were attributed to pilot error. Topping the list were landing accidents at 41 percent, while maneuvering accidents came in at 33 percent.

Low-level maneuvering consists of stalling the aircraft too close to the ground or hitting towers, wires, other objects, and the ground itself. How do pilots get themselves into these “emergencies?” Poor decision-making and high-risk activities, such as buzzing and low passes, can explain many accidents.

Do you remember your instructor telling you a good landing begins with a good approach? In order to fly a good approach, it's important to fly a consistent traffic pattern. Knowing the power settings and airspeeds that work best for your aircraft during downwind, base and final approach will put you in a great position to make great landings. A good pattern will also help you avoid the deadly cross-control, stall-spin accident. The problem comes when either you are too close to the strip on your downwind, or you are too low. In both cases there is a strong need and desire to turn abruptly to line up for final. Typically, a pilot applies the accustomed bank angle and finds that it's not doing the trick. So, instead of adding airspeed for a steeper bank, the pilot adds rudder control to yaw the aircraft around in the intended direction. But this yawing slows the wing on the inside of the turn and the stall/spin will result if you already are flying near the stall speed in the turn.

So how should we prevent being surprised by such an event? Plan your landings better. Allow yourself extra

distance and height so your turns to base and final are 90 degree turns, not continuous 180s.

Takeoff and departure also ranks high in pilot-related accidents. Accidents in this phase of flight are typically departure spins. They happen when a pilot tries to climb too steeply and something stalls one wing. That “something” is normally turbulence, a lack of attention by the pilot, or an engine failure. Occasionally, the pilot tries to make “the impossible turn” and return to the departure runway with insufficient altitude/airspeed to make the turn. The prevention of departure stalls and spins is easy: Be careful, and plan ahead for any “surprises” when performing maximum angle of attack takeoffs. Unless you need to use the best angle of climb airspeed to clear an obstacle, use your best rate of climb airspeed for its lower angle of attack.

Weather continues to be a contributing factor in accidents involving pilots of all experience levels. In fact, at least two flights involved professional pilots attempting VFR operations in weather that included ceilings of less than 100 feet. Among weather-related fatal accidents, the “attempted VFR into IMC” flights still affects too many pilots. Poignantly, the Nall Report asks the question, “What is it about the fact that they can no longer see the ground that pilots don't understand?” Because so many of these accidents were fatal, there are few surviving pilots to answer the question. Too often, pilots make decisions based on schedules instead of common sense.



As an instructor I ask pilots to sit down and write out the weather conditions they feel comfortable flying in when there is no "pressure" to make a decision to fly. My plan is for them to come up with personal weather minimums they can use as a guide for those times when they have to make the hard decision. If any factor - wind, ceilings or visibility - is less than their minimums, then it's an easy call. I'm convinced that if everyone would develop and use personal weather minimums, we would see a dramatic reduction in weather-related fatal accidents.

Reducing the rate and severity of accidents is a priority at the Wisconsin DOT Bureau of Aeronautics, and part of the Wisconsin DOT business plan. As we plan for the next round of pilot safety seminars, the Nall Report serves as an excellent resource that summarizes general aviation aircraft accidents, which we can use to focus our message.

By developing personal weather minimums, and working hard at maintaining proficiency, you can make great strides at improving your level of safety as a pilot. And always remember: takeoffs are optional, good landings are mandatory. □

## Oshkosh Gets New ATC Tower

by Jeff Taylor  
WisDOT Aviation Consultant

The Wisconsin DOT Bureau of Aeronautics is involved in two major projects at Wittman Regional Airport in Oshkosh, Wisconsin. The most visible project for visitors to AirVenture this year is the construction of a new air traffic control tower located southwest of the current tower, next to the FAA Flight Safety Building. The other significant improvement is the reconstruction of runway 9-27, which becomes one of the busiest runways in the world during EAA's annual AirVenture convention. WisDOT Bureau of Aeronautics Airport Development Engineer, Dave Johnson, who is managing both projects, provided some history and an overview of these projects.



The new Air Traffic Control tower under construction at Wittman Regional Airport, Oshkosh, Wis. When completed, controllers will have a birdseye view of all runways at their perch 120 feet above the ground. In comparison, the old tower is only 67 feet AGL.



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The ATC tower at Wittman Regional Airport was originally built on the north side of the airport in 1960 near Basler Flight Service. It was moved to its present location in 1968.

### **Tower Hand-Off – A New Air Traffic Control Tower Under Construction**

The current tower, probably the most recognizable tower in the world, will still be the operational tower during EAA AirVenture 2007. Serving Oshkosh for nearly 50 years, it was originally built in 1960 near Basler Flight Service at the north end of the airport. It was moved to its current location in 1968 when runway 18-36 was shifted south. The 900-ton building made a 180-degree turn during the journey that took two weeks to complete. An interesting historical side-note is that Miron Construction Company, based in Neenah, Wisconsin, builder of the current tower, is also building the new tower.

The toll of time is evident on the current tower. I-beams, placed under the structure a few years ago, are necessary to help support the foundation. Windows leak and the heating and air conditioning equipment is worn out. Instead of making expensive repairs,

and to provide an optimum view of all runways which the current tower no longer provides due to runway expansion projects, it was decided to construct a new tower.

The new tower will not yet be operational when visitors travel around the 2007 AirVenture grounds, but the construction progress will be evident. The new tower will provide a better line-of-sight for controllers than the current tower. Currently, controller line of sight to the approach end of Runway 9 is limited because controllers cannot see an aircraft if it is low on short final. The main reason for the improvement is the increased height of the new tower. The controller's eye level height in the current tower is 67 feet above the ground, while the new tower will provide an eye level height of 120 feet.

120 feet is the optimum height for the new Oshkosh tower as determined by the FAA at their William J. Hughes Technical Center in Atlantic City, New Jersey. Using their computer modeling tool, the technical center determined that



The old Air Traffic Control tower being moved from the north side of Wittman Regional Airport to its present location in 1968.

increasing the height to 120 feet will provide controllers better line-of-sight and depth perception, allowing them to better judge an aircraft's position.

### **Runway 9-27 Reconstruction**

The other major project at the airfield will be the reconstruction of Runway 9-27, which becomes one of the busiest runways in the world during AirVenture. This project is scheduled to begin August 1, just days after this year's show ends. The current bituminous pavement, originally placed in 1963, will be recycled and used as base course for the new concrete runway. The pavement from the west end of the runway east to taxiway A, will also be replaced this year. However, the remaining section of the runway will be completed in 2008.

When the entire project has been completed, Wittman Regional Airport will have a brand new, state-of-the-art Air Traffic Control Tower and a new, reconstructed primary runway surface. Both projects improve aviation safety and will serve Oshkosh and AirVenture for many years to come. □





# WATA *Difference*

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### Remembering An Icon Among Women In Aviation

OSHKOSH, WIS. – Patricia Ann (Small) Basler, 78, who co-founded Basler Flight Service and Basler Turbo Conversions, succumbed to cancer on May 23, 2007.

Pat Basler co-founded Basler Flight Service in Oshkosh, Wis. with her late husband, Warren Basler, in 1957. After purchasing the small fixed base operation from Steve and Dorothy Wittman, the Baslers went on to make Basler Flight Service one of the most well-recognized names in general aviation.

The Baslers quickly grew their operation from just two employees to include passenger and freight charters, aircraft maintenance and avionics, and full-service fueling operations. Under Pat Basler's leadership the facility learned to successfully anticipate the needs of the annual EAA AirVenture fly-in, and built a clientele of charter customers to rival any freight forwarder in the nation.

As freight operators, the Baslers developed a love for the dependable Douglas DC-3. Astutely sensing a market, they embarked on the journey to create the BT-67, a turboprop DC-3. With Warren Basler traveling internationally to build



Prior to retirement, Pat Basler of Basler Flight Service worked with Jeff Baum of Wisconsin Aviation, Inc., and Bruce Botterman of NewView Technologies, Inc., to form a cooperative air charter service at Wittman Regional Airport, Oshkosh, Wis. The partnership between the three WATA-member companies was formed on October 29, 2001. (L/R) Rae and Bruce Botterman of NewView Technologies, Inc.; Jane VanDeHey, Winnebago County Executive; Jeff Baum, Wisconsin Aviation, Inc.; and Mary Garcia and Pat Basler of Basler Flight Service.

interest, Pat Basler remained in the office, steadfastly navigating the company's way through the daunting expansion. In 1988, the Baslers opened the doors to Basler Turbo Conversions, a state-of-the-art facility on the southeast end of Wittman Regional Airport and welcomed Jack Goodale of

Grand Rapids, Michigan, as principal owner in 1996. To date, Basler Turbo Conversions has airplanes operating in nearly a dozen countries worldwide.

In 1997, after 49 years of marriage, Warren Basler died unexpectedly while flying an aircraft during an aerial photography mission to take photos of a BT-67 in flight. Pat Basler continued with the company until her decision to retire in 2002.

**CONTINUED ON PAGE 53**

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## And So It Goes...

by Ray Rought, Former Director

It is difficult to believe that this year is approaching nearly three quarters complete. Soon we'll be talking about the fabulous colors of fall, and the chilly nights that will bring us the first frost. But in the meantime, we'll continue to enjoy the warmth of summer as we begin thinking of or accomplishing initial preparation for the chill of fall and the snow of the coming winter.

It is also with a little sadness that I must inform you that my last day as Director of Aeronautics was June 19, 2007. It was tough leaving Aeronautics after nearly 22 years, but my services and skills are needed elsewhere. I will certainly miss the daily interactions with the fantastic staff I have had at Aeronautics, but rest assured that my departure will not change the quality of service you can expect from the folks that make up *YOUR* Office of Aeronautics.

These past decades have been amazing. It has taken many years to get to know literally hundreds of people by name, all across the state. Though I will still be deeply involved in aviation, I may not have as many opportunities to get out to all the breakfasts and functions as in the past. I will miss seeing many people, but I will continue to get out whenever I can. I thank you all for your past support, assistance, and most certainly for your friendship. You are aviation in Minnesota!

I want you to know that I appreciate all you have done and continue to



Raymond J. Rought

do for aviation in Minnesota. I strongly urge you to step up your efforts to communicate with your city, county, and state leaders and make sure they have the most accurate information about the importance of aviation to your community and this state. I appreciate all you have done for me. Even when we have disagreed, the outcome has generally been a strong and vibrant dialogue and renewed respect and appreciation for you and many others. Good communication is the key

to success in nearly any endeavor.

My job is now as the Assistant to the Division Director for Mn/DOT. I will be heavily involved in modal activities and statewide plan work with the Districts (Greater Minnesota), and communication about aviation across the state. It is an opportunity to quickly share important information about aviation, to all levels of the Department of Transportation and State Government. So I am looking at this as a positive move.

I will end this column with a quote attributed to Patrick Overton. It states, *"When we walk to the edge of all the light we have and take the step into the darkness of the unknown, we must believe that one of two things will happen. There will be something solid for us to stand on, or we will be taught to fly."*

And so it goes.

Thank you all. □



Raymond J. Rought, Director, MNDOT Office of Aeronautics, and his wife, Carol, with some former and current staff members during a farewell luncheon on June 19 in St. Paul, Minn. (L/R): Duane Haukebo, former Deputy Director of Aeronautics; Ken Wofford, former Director of Operations-Aeronautics; Carol and Ray Rought; Dan McDowell, Aviation Planner/Public Affairs Coordinator; and Tim Valento, Chief Pilot-Aeronautics.

Dave Weiman



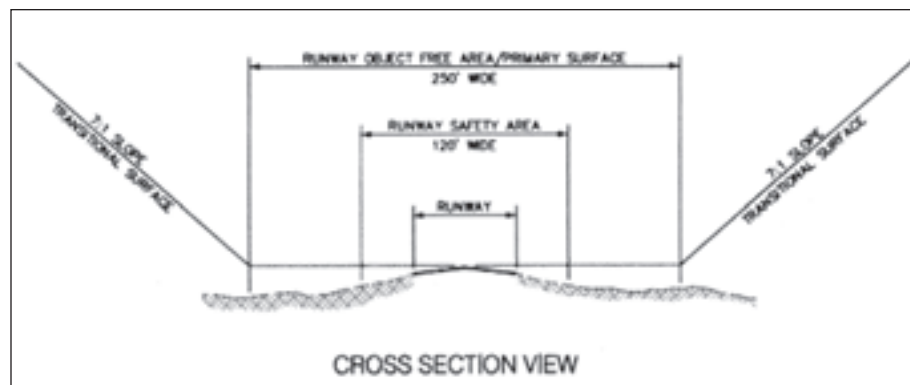
## What is a precision approach? Part II

by Rick Braunig  
Aviation Representative

**W**hy make a big deal about the difference between what is a precision approach and what is not? Well, there is a part of the Federal Aviation Regulations (FARs) that identifies the airspace required around airports. FAR Part 77 defines several imaginary surfaces on and around airports and the size of those surfaces changes depending upon the type of approach to the runways. Visual approaches require the least amount of space, non-precision approaches require about double the space of a visual approach, and precision approaches, about double the space requirement over non-precision runways.

The primary surface and the transitional surface are imaginary surfaces that must be kept clear of penetrations. The primary surface overlays the runway at the same elevation as the nearest point along the runway centerline, and the only objects that are allowed to penetrate the primary surface are those things that are fixed by function, like runway lights. The primary surface extends 250 feet either side of the runway centerline for runways served by non-precision approaches, and 500 feet either side of the runway centerline for precision approaches. The transitional surface extends perpendicular from the runway, starting at the elevation of the primary surface and rising one foot for every seven feet out from the runway centerline.

When an airport is built, the designers have to have an eye towards the future expansion of the airport. If an airport is designed for a non-precision approach, parallel taxiways and the ramp and the hangar area are situated to keep the non-precision primary and transitional surfaces clear of obstructions. If the designers see the potential for a precision approach

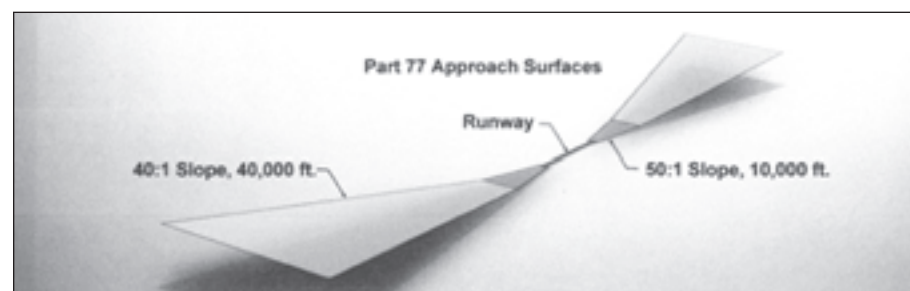


some time in the future, then they need to move those things back far enough from the runway to clear the larger precision surfaces. Since money and space are always an issue, every airport cannot be built to accommodate the wider precision runway surfaces.

In addition to the primary and transitional surfaces, the approach surfaces have to be kept clear of obstructions. The approach surface is aligned with the runway and extends out from the runway end. The approach surface starts at the width and elevation of the primary surface and rises and expands as it extends out along the extended runway centerline. While the primary and transitional surfaces are normally over airport property, the approach surface extends beyond the limits of the airport and over neighboring properties.

from the runway. This means that 1,000 feet from the end of the primary surface a tree could be 50 feet tall for a non-precision runway, but only 20 feet tall for a precision runway. In addition to trees, we find power-lines and silos and bridges and sometimes just rising terrain off the ends of a runway. Remember also that this precision approach surface in addition to being flatter, is also twice as wide as the non-precision surface so that more property is affected.

There are 143 public airports in Minnesota and only 27 airports have runways that were designed for a precision approach. The majority of the other airports have been designed for non-precision approaches. The addition of an LPV (Localizer Precision with Vertical guidance) approach to a non-precision runway can often lower the minimum ceiling for landing at



The approach surface for non-precision runways rises one foot for every 34 feet from a runway designed for jets or large aircraft, and one foot for every 20 feet out from a runway designed for smaller aircraft. For a precision approach, the approach surface rises one foot for every 50 feet

that airport by more than 200 feet. This is a big improvement for a small investment. Attempting to add an ILS at an airport costs around \$1 million for the ground equipment and that is before you add in the cost for moving hangars and taxiways and for clearing obstructions in the approach. And the

ILS normally nets around 100 feet lower ceiling minimums than the LPV. Looking at the cost versus the benefits, you can see the potential for a large increase in the number of LPV approaches at airports and why aircraft owners will want to install avionics capable of executing LPV approaches.

As of this writing, Baudette is the only airport in Minnesota to have LPV minimums published to a non-precision runway. There are LPV approaches in the planning stages for Albert Lea, Crookston, Detroit Lakes, Roseau and Fleming Field in South St. Paul. All of the other LPV

approaches in Minnesota are to runways with existing ILS approaches. While this serves as a backup in case of ILS equipment failure, these approaches don't add capability to the system.

There are several airports in North Dakota and South Dakota with LPV approaches to the runway end opposite an ILS approach. This strategy allows for lower straight-in minimums when the winds don't favor the ILS runway. It is interesting to note that currently there are no LPV approaches to airports without a precision approach in North Dakota or South Dakota.

Understanding the difference in the airport surfaces for non-precision and precision approaches helps us to realize the importance of understanding that LNAV/VNAV (Lateral/Vertical Navigation) and LPV approaches are not precision approaches. We need to respect the published minima. Not only are the FAR Part 77 surfaces narrower with higher obstructions, but also the navigation signal is not as accurate as the precision approach equipment. With this understanding, we can reap the benefits of lower minima and safer approaches without increasing our risks. □

## **\$15 Million Loan Returned To Minnesota Aeronautics**

*by Ray Strege*

ST. PAUL, MINN. – The 2007 Minnesota Legislative Session ended May 21 at midnight, and the following occurred:

There was no legislation introduced to repeal repayment of \$15 million from the General Fund to the State Airports Fund. At press time, the \$15 million transfer, therefore, was to occur on July 1.

A "lights on" transportation finance bill was passed. It included an additional \$6 million per year appropriation to the Minnesota Department of Transportation Aeronautics Office above the base line budget.

The "lights on" bill also included a one-time appropriation of \$200,000 for an airport funding advisory task force. The language describing the duties and responsibilities of the task force was included in the transportation policy bill, which was not heard

on the House of Representatives floor. It obviously did not pass, leaving a situation of having money appropriated for an undefined purpose.

Airport authorities enabling legislation was included in the omnibus tax bill, which passed the Senate and then the House, minutes before midnight. Representative Marty Seifert, House Minority Leader, made the statement during the debate of the bill that the governor will veto the bill due to an automatic growth provision in the bill. Also included in the transportation policy bill was the following provision introduced by Representative Rukavina:

Sec.3.

### **AIRPORT ZONING EXCEPTION**

(a) Notwithstanding any other law, rule, ordinance to the contrary, the St. Louis County Board of Adjustment or the Eveleth-Virginia Municipal Airport Board of Adjustment must grant a variance to a property owner who resides in Safety Zone A of the Eveleth-Virginia Municipal Airport for the construction of, reconstruction

of, remodeling of, or expansion of a structure in accordance with St. Louis County Ordinance 46.

(b) Notwithstanding any other law, rule, or ordinance to the contrary, Safety Zone A of the Eveleth-Virginia Municipal Airport shall not include any residential building lot riparian to the east shore of St. Mary's Lake, St. Louis County, provided such residential building lot was in existence on January 1, 1978.

Since this zoning exception has not become law yet, time is available to investigate the situation and potentially correct it, negating the need for legislative action on the issue.

The Minnesota aviation "alphabet groups" and several key legislators all working together allowed gains to be made for aviation in Minnesota that might not have otherwise happened. Gordon Hoff, Minnesota Business Aviation Association (MBAA) Government Affairs Liaison, met jointly with dozens of legislators, keeping aviation issues before them throughout the session. □

## **Aeronautics, Ray Rought Cited For Civil Air Patrol Support**

Continued support for the Minnesota wing of the Civil Air Patrol earned recognition for the Mn/DOT Office of

Aeronautics and its director, Ray Rought.

The award included Rought receiving a framed print depicting CAP activities in Minnesota and nationally.

Lt. Col. Michael Pederson, United States Air Force, presented the award during the wing's annual meeting. Pederson serves as commander of the USAF/CAP's North Central Liaison Region. □



## PEOPLE IN THE NEWS



(L/R) Ron Schmal, Chairman, Deke Slayton Airfest; Gen. Al Wilkening, Adjutant General, Wisconsin National Guard; Astronaut Mark Lee; EAA President Tom Poberezny; Sharon Poberezny; and Hamid Quraishi, Award Chairman, Deke Slayton Airfest.

### EAA President Named Distinguished Wisconsin Aviator

LA CROSSE, WIS. – EAA President Tom Poberezny received the Distinguished Wisconsin Aviator Award, May 19, during the 10<sup>th</sup> Annual Deke Slayton Airfest in La Crosse, Wisconsin. Astronaut Mark Lee, the 2000 recipient, presented the award. Among those also present was past recipient (2003) Maj. Gen. Albert Wilkening, Adjutant General of the Wisconsin National Guard.

"I am very pleased to receive this

award in joining outstanding past recipients," Poberezny said. "I accept it with great pride."

Hamid Quraishi, award chairman, lauded Poberezny's leadership in aviation and his lifelong involvement in flight. "The great contributions Tom Poberezny has made to aviation and all his credentials makes him a most deserving recipient," Quraishi said.

The award honors individuals for their accomplishments in furthering interest in aviation, and for their leadership and inspiration to current and future generations of aviators.

### Mead & Hunt Promotes Key Staff To Management

MADISON, WIS. – Mead & Hunt, an engineering, architectural, and planning firm, promoted four employees to key management positions. Stephanie Ward, AICP, is the new manager of the Aviation Planning Department in Lansing, Michigan. Tony Tezla is the manager of the Aviation Planning Department in Santa Rosa, California. Bryan Page, P.E., is the new manager of the Aviation Engineering Department in Minneapolis. Bryan Ripp, P.E., P.G., CPESC, is the new manager of the Water Resources Department in Minneapolis.

"All four bring strong, solid expert-

ise with them into their new roles," said Raj Sheth, President and CEO of Mead & Hunt. "We are excited to see them taking this next step to help Mead & Hunt grow bigger and better."

Mead & Hunt is the 17<sup>th</sup> largest aviation consultant in the nation and a top 300 design firm according to Engineering News Record's annual ranking. The firm was also named by CE News as one of the top 10 engineering companies to work for in the nation.

Mead & Hunt provides professional services in architecture, historic preservation, transportation, infrastructure, and water resources engineering. The firm is privately held and employs more than 300 people in offices nationwide. □

Poberezny was elected EAA President in 1989. Under his leadership as EAA AirVenture Chairman, the annual convention has become the world's greatest aviation celebration, attracting 650,000 attendees from 70 nations and in excess of 10,000 visiting aircraft.

Poberezny was also a member of the U.S. National Unlimited Aerobatic Team that captured the World Championship in 1972, won the individual U.S. National Unlimited Aerobatic Championship in 1973, then went on to fly with the legendary Red Devils/Eagles Aerobatic Team for 25 years.

Past award recipients include Major General Fred R. Sloan, Wisconsin Air National Guard Deputy Adjutant General; Brig. Gen. Richard "Ric" Severson, Commander of the 459th Air Refueling Wing, Air Force Reserve; Astronaut Jeffrey N. Williams; and the first recipient, Astronaut James Lovell. □



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Darrell Jones of Garmin International with Brian Terwilliger of "One Six Right" at the November 11, 2006 screening of "One Six Right" in Chicago, Ill.

### "Acknowledging One's Inner Pilot"

CHICAGO, ILL. – Answering the call to flight for Darrell Jones, of Chicago Ill., has taken him farther than he ever imagined. His first flights were taken as \$5 intro rides, an inexpensive way to experience flying. Jones first soloed in 1978 at Tampa International Airport (TPA), now Class B, with its mix of General Aviation, heavy commercial and military traffic.

After a brief 27 year hiatus, Jones

decided to resume flight training and realize his lifelong dream of becoming a private pilot. This time, passing the Third-Class Medical Exam required additional tests and documentation, which Jones cleared and he soloed again in May 2005 at Huntington, Indiana Municipal Airport (HHG).

It was there that Jones first experienced the camaraderie and fellowship of fellow aviators. He did his share of "hangar flying" and Huntington proved to be a great training venue. Quiet enough for a student to do pattern work, yet close enough to the Fort Wayne Class C to practice talkin' and squawkin'. In August 2005, after passing the FAA oral exam and practical test at Muncie, Indiana (MIE), Jones returned to HHG with the cherished "ticket," his license to learn.

General Aviation airports don't operate by themselves, so Jones sought a way to give back to GA. As an AOPA member, he learned that Huntington did not have an Airport Support Network Volunteer, so he was nominated by airport manager, Steve Gray, and began participating in air-

port board meetings.

In June 2006, Jones was among the first ASNs to obtain the screening rights to the documentary movie "One Six Right," which was a popular feature at the June 2006 Airport Open House. Jones also volunteered at the "One Six Right" display during AirVenture in 2006, which was his first Oshkosh experience.

A relocation to Chicago placed Jones on the exciting career path he now enjoys. When Garmin International announced plans to open a retail store on Michigan Avenue, Jones found his aviation-related opportunity. The Garmin recruiters agreed. Now, as lead product expert, Darrell Jones helps Garmin customers at the in-store Solutions Desk, facilitates training seminars and store events, and has the pleasure of speaking to pilots from all over the world about Garmin Aviation GPS devices. This time Jones returned to AirVenture 2007 as a member of the Garmin team. "What a ride! When you get the call from your inner pilot, do yourself a favor and answer it," says Jones. □

### Aviation Writer & Artist, Boni Roberts



Boni Roberts

HAYWARD, WIS. – Boni Kay (Booen) Roberts, 61, of Hayward, Wis., and formerly of

Rosemount, Minn., died May 20 from cancer. Roberts attended college for graphic design and went on to be active in the aviation community, assuming publishing responsibilities of the *Minnesota Flyer* for her father, Sherm Booen, and assisted him in managing the Minnesota Aviation Trades Association (MATA). In more recent years, Roberts was an assistant

to the vice president of New Heights Aviation, a division of Northern Tool & Equipment Company. In this position, Roberts managed the company's Beechjet 400A. Roberts and her husband, Bill, had been retired at the time of her death, living on Sabin Lake in the Hayward, Wis. area.

Less than two months prior to her death, Roberts expressed interest in writing an article on the Hayward Airport expansion project for *Midwest Flyer Magazine*, and was concerned that the federal government was more concerned with environmental issues, than in saving human lives, as LifeLink helicopters could not use the facility unless an ILS was installed. She was also concerned that some of the county commissioners failed to see a need to spend "all that money for special interest fat cats with fancy airplanes," Roberts stated. In conclud-

ing, Roberts stated with determination to cover the story, "You might take the girl out of aviation, but (can) never take aviation out of the girl – especially Sherm Booen's daughter – Ha!"

Roberts is survived by her husband, Bill; daughter, D'Ette Mullinix; and father, Sherm Booen, 93. In addition to publishing the *Minnesota Flyer* with his wife, Mavis, Sherm Booen was producer of the "World of Aviation" television program on WCCO-TV in Minneapolis from 1953 thru 1982. Roberts' mother passed away in 2004.

Roberts' daughter remembered her mother with these words: "She loved the peace, tranquility and beauty of the woods. It was good for her soul. I could go on for days about my mother, the best woman I've ever known. She took the road less traveled and taught me to do the same."

Blue skies, Boni! □





Aviation pioneer, John Dacy (center), celebrated his 91<sup>st</sup> birthday with his children (L/R) Phil, Susan and Dave (sitting in cockpit).

Ted Koston

### Illinois Airport Founder, John Dacy

HARVARD, ILL. – John Dacy, 91, who founded Dacy Airport in Harvard, Ill., in the 1930s on his family's farm, died May 15. He is the father of the well-known airshow troupe, "Dave Dacy Airshows," which includes his sons Dave and Phil Dacy, and his daughter, Susan.

Dacy's first airplane ride was with a barnstormer flying a 1930s Ford Tri-Motor. Shortly after graduating from high school, he bought his first airplane and began flying out of the family farm. The airstrip became a licensed airport in 1946 following Dacy's service in World War II. While in the Army Air Corps, Dacy was a crew chief on a B-24 bomber based in Italy. Dacy also married Elsie Reese that same year.

Dacy was best known for rebuilding

and restoring vintage Stearman biplanes, but he plowed the snow and mowed the grass on the airport as well. His son, David, now manages the airport when not flying in airshows. His son, Phil, is a pilot with Priester Aviation at Chicago Executive Airport, and is an airshow announcer. His daughter, Susan, is a captain with American Airlines and an airshow performer as well. Dacy is also survived by his daughter, Sheryl, and his son, Robert.

Among the awards John Dacy has received include Illinois Mechanic of the Year in 1968, and the FAA's Charles Taylor Master Mechanic Award. In 1997, Dacy and his wife were inducted into the Illinois Aviation Hall of Fame.

Phil Dacy said that his father always wanted dedicated fliers to have an affordable place to fly from. □

#### AVIATION HALLS OF FAME

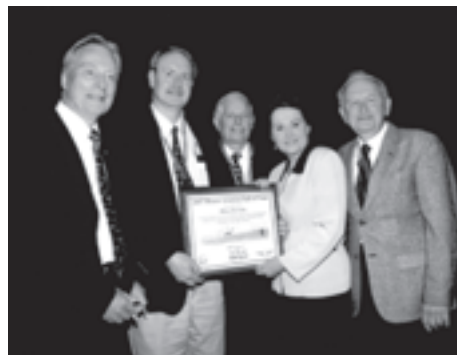
### Illinois Aviation Hall of Fame Honors State Greats!

WHEELING, ILL. – At the conclusion of the Illinois Aviation Conference at the Westin Chicago North Shore Hotel in Wheeling, Ill., May 23, the Illinois Aviation Hall of Fame held its annual investiture ceremonies and banquet.

Inductees included: Janice "Jan" Draper, former employee of the Illinois Division of Aeronautics (1970-2004). As a volunteer, Draper developed the "Air Bear Program" aimed at introducing students from kindergarten through the third grade, to aviation via an imaginary trip to Disney World.

Albert H. Luke, a barnstormer in the Chicago and Joliet area in the early thirties, eventually becoming the superintendent for Lewis School of Aeronautics, and instructor of some 1,200 Naval aviators for World War II.

William R. Norwood became the first African American pilot with United Airlines, following six years of service to the U.S. Air Force as a B-52 pilot. Norwood served on the Southern Illinois University Board of Trustees, and was a Southern Illinois



Ted Koston, IAHF



Ted Koston, IAHF

(TOP L/R) Walt Kessler, IAHF President; Jahn A. Luke, receiving the award for Albert Luke, inductee; Dick Hill; Dr. Susan Shea, Director of the Illinois Division of Aeronautics; and Bill Blake, IAHF delegate and AOPA Great Lakes Regional Representative. (LOWER L/R) Walt Kessler, IAHF President; and Jan Draper, inductee.



Ted Koston, IAHF



Ted Koston, IAHF

(TOP L/R) Verne Jobst, IAHF emcee; William Norwood, inductee; and Walt Kessler, IAHF President. (LOWER L/R) Walt Kessler, IAHF President; and Larry Krengel, Sky Soaring Glider Club, recipient.

Wings of Charity volunteer, introducing young people to aviation.

Also recognized was the "Sky Soaring Glider Club" of Algonquin, Ill.

Walt Kessler is president of the

Illinois Aviation Hall of Fame, and Verne Jobst is the master of ceremonies of the investiture ceremonies. For additional information, including nomination forms, call 847-683-2361. □

### **Awards Presented At The Illinois Aviation Conference**

WHEELING, ILL. – The 2007 Illinois Aviation Conference held May 22-23 at the Westin Chicago North Shore Hotel, Wheeling, Ill., recognized several airports. Named “Primary Airport of the Year” was Chicago-Rockford International Airport, Rockford, Ill. Named

“Reliever Airport of the Year” was St. Louis Regional Airport, Alton, Ill. Named “General Aviation Airport of the Year” (Category A) was Mt. Vernon Outland Airport (MVN), Mt. Vernon, Ill. Named “General Aviation Airport of the Year” (Category B) was Havana Regional Airport, Havana, Ill. Named “Private Airport of the Year” was Ogle County Airport, Mt. Morris, Ill. Named “Heliport of the Year” was

Rochelle Community Hospital, Rochelle, Ill. Receiving the “Five Prop Award” for best on-airport food of the year was the Airport Steakhouse, Mattoon, Ill. Receiving the “Propinquity Award” for best off-airport food was the Caddy Shack, near Rantoul National Aviation Center Airport, Rantoul, Ill. Chicago Executive Airport was host airport for the conference. □

### **Wisconsin Aviation Hall of Fame To Induct Five State Greats At Fall Banquet**

MIDDLETON, WIS. – The Wisconsin Aviation Hall of Fame will induct five aviators at a ceremony to be held November 10<sup>th</sup> at the EAA Museum in Oshkosh, Wis. Paul Collins, Ed Hedeem, Roy Reabe, Carl Rindlisbacher, and Tom Thomas will be honored for their achievements and contributions to aviation in Wisconsin.

Collins and Hedeem will be inducted in the Pioneer category, for having made aviation achievements before 1927.

Paul Collins was a well-known airmail pilot, logging 3,587 flight hours and 361,689 miles for the U.S. Mail Service. He was an early member of the caterpillar club. Collins became a founder of Transcontinental

Air Transport, “The Lindbergh Line,” which evolved into Trans World Airlines.

Ed Hedeem served as the engineering officer for Commander Richard Byrd in the 1920s, and helped to establish the Great Lakes Naval Air Station. He also managed the Air City Airport near Sturtevant, Wisconsin, and was hired as the first corporate pilot for Johnson Wax.

Roy Reabe of Waupun, Wis., is a leader in agricultural aviation in Wisconsin. He has been a pilot and A&P mechanic for over 50 years. Reabe developed curriculum for and taught ground school at high schools, and created the Wisconsin Ag Aviation Association.

Carl Rindlisbacher’s devotion to the Rice Lake Airport and aviation meteorology characterizes his induction. Rindlisbacher was known as a

true ambassador of Wisconsin aviation.

Tom Thomas, of Madison, Wisconsin, was employed by the Wisconsin Department of Transportation, Bureau of Aeronautics, for over 32 years. Before and during his years of service, he served in the U.S. Air Force and Wisconsin Air National Guard. Thomas is a certified flight instructor with both single and multi-engine ratings and is a commercial rotorcraft/helicopter pilot. He is an enthusiastic supporter of the EAA Young Eagles program, having flown over 200 flights.

The inductees will be enshrined at a ceremony to be held in the Eagle Hangar at the EAA AirVenture Museum. The public is invited. Tickets are available by calling Keith Glasshof at 715-832-6379. □

### **Minnesota Aviation Hall of Fame Seeks Nominations**

PLYMOUTH, MINN. – The Minnesota Aviation Hall of Fame is requesting nominations from the public for 2008. If you know of a Minnesota person, historic or contemporary, who you feel is qualified to join the prestigious 135 already inducted members of the Hall of Fame, put your nomination in writing and forward it to the Hall of Fame secretary, Mike Conley, 2910 Holly Lane N., Plymouth, MN 55447.

When you put your thoughts together, be aware of the most impor-

tant qualifications for the inductee honor: Did the candidate make a significant aviation contribution to Minnesota? Was the candidate merely doing his or her job, or did that person go beyond their paid duties? What makes the candidate unique among his or her contemporaries?

Nominees may be a native Minnesotan or non-native, but his or her career must have impacted Minnesota’s aviation community. The candidate need not be a pilot, but may have been involved with any aspect of aviation from model building to entrepreneurial, from flying to mainte-

nance, from military, airline, or general aviation. For a complete rundown of the qualifications, email Noel Allard at [nallard@unitelc.com](mailto:nallard@unitelc.com).

The nomination period for 2008 is open through December 31<sup>st</sup> of 2007. Selections will be made next July and announced to the public on September 1, 2008. Induction for those persons will be Spring 2009. It sounds far off, but time flies by. If you have already nominated someone in the past, a letter of re-affirmation of that nomination would be a good way to get your candidate’s name back at the top of the list! □



**GARLAND RESORT FROM PAGE 28**

basketball and tennis courts. The fairway was just outside our door. Garland offers many different lodging options for individual visitors and large groups.

If you are hosting a convention, banquet, wedding, reunion or any large group function, Garland has both large and small meeting rooms, lodging and food service. In addition to four 18-hole championship golf courses with a fifth course planned to open in 2007, guests can go trout fishing, horseback riding, canoeing and tubing.

Winter sports include old-fashioned horse-driven sleigh rides; ice skating; snowmobiling with hundreds of miles of groomed state and country trails nearby; downhill skiing a short drive away; and cross-country skiing through majestic snow-covered pines, streams and forest. Referred to as "Garland Gourmet Glide," a ski and feast trip covers 10 kilometers of immaculately groomed cross-country ski trails with five buffet stations strategically located along the route. In the evening, cozy up for a romantic evening by the fireplace, and delicious evening meal.

But our visit was in July, so Tom Howell, head golf pro at Garland, assisted us on booking two tee times.

Each course was designed by Ron Otto and is unique and convenient in the sense that they all start at the same point near the club house.

The first course we played was the "Monarch," an enjoyable course for golfers of any level. Built in 1990, Monarch has a layout that is one of Michigan's longest golf courses at 7,188 yards. The course takes you through the woods and around streams, ponds and lakes on 14 of the 18 holes. The forward tees are set at 4,904 yards. Nesting bald eagles can be seen from one of the holes.

The second course we played was the "Fountains," the newest of the four courses, opened in 1995. The 6,800-yard course is a primer course requir-

ing more skill, but still playable for the novice golfer. The Fountains offers a few elevated tees, water on nine of its holes with a variety of fountains appearing at different locations, and is very scenic with a couple of picturesque dream log homes featured along the edge of the course. With six par-5s, six par-4s and six par-3s, golfers like the bent grass from tee to green and white sand bunkers.

The other two courses are "Reflections" and "Swampfire!" Reflections opened in 1992, and is Garland's shortest courses, but a favorite – in large part because it takes players through majestic pine forests. The most demanding hole on



the course is the 555-yard par-5 No. 5. Ponds in the area turn into creeks that cross the fairway twice. Swampfire was the first of the four new courses that opened in 1987. All but four of its 18 holes have water hazards. Number 5 hole has a large tee box shaped like a horseshoe that wraps around a giant pond. Be sure to check out Garland's three-day "Golf Getaway Packages."

In addition to rental units, Garland Resort has property for sale for those who would like to build a primary or second home.

There are several French villas and cottages that are owned by private individuals, but managed as rental property by Garland Resort. The French "villas" include a full kitchen, deck, washer and dryer, four bedrooms, and are completely furnished. They are excellent for accommodating large families or wedding parties. The "cottages" have a log cabin feel, making them ideal for families and golf

buddies looking for a rustic getaway.

We visited Garland the week of the Fourth of July, during which the resort features a wonderful feast and fireworks. What a wonderful way to end our first stay at Garland!

For reservations or additional information call 1-877-4-GARLAND (442-7526), and check out Garland Resort's website at [www.garlandusa.com](http://www.garlandusa.com) and [www.garland-winter.com](http://www.garland-winter.com) for rates and additional information.

**AIRPORT DETAILS:** Contact the resort prior to your arrival so they can arrange to have a guest service car available to transport you and your luggage to the main lodge, or assist you in obtaining a rental vehicle from nearby agencies in Gaylord, Michigan. The Garland Airport is a privately owned, unattended public airport, and fuel is not available, but its 5,047 by 75 ft. paved runway (Rwy 18/36) has lights that are pilot activated/controlled (3,5,7 clicks in 5 seconds on your mic on 122.8), a rotating beacon on the northeast end of the field, and Precision Approach Path Indicators (PAPIs) for Runway 36. Grass tie-downs are located south of the hangar, and asphalt tie-downs are located west of the ramp. Elevation: 1,218 feet. Location: Gaylord (GLR) VOR (109.2) 127 degree Radial/23.5 nm DME. Lake Huron Chart. Coordinates: N 44 48.39 W 084 16.57. Unicom: 122.8. Lansing FSS: 122.2. Airport fees: single-engine landing, \$10; single-engine parking, \$10/night; twin-engine landing, \$20; twin-engine parking, \$10/night; jet landing, \$50; and jet parking, \$25/night. Call (517) 786-2211 ext. 0 prior to your departure to give an estimated time of arrival. Also call ahead to ensure that the runway has been plowed. The airport is a 10-minute drive from the main lodge. CAUTION: Deer and elk can be on the runway perimeter. Refer to AOPA's Airport Directory at <http://www.aopa.org/members/airports> and the Michigan Bureau of Aeronautics Airport Directory at [www.michigan.gov/aero](http://www.michigan.gov/aero). □

# CALENDAR

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**NOTAM: PILOTS, BE SURE TO CALL AHEAD  
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FOR NAVIGATION AND NOT CALENDAR  
LISTING INFORMATION**

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

## AUGUST 2007

- 4 **EAGLE RIVER (EGV), Wis.** - Joe Bucher Blues Fest & Fly-In. 715-479-7442.
- 4 **ESCANABA (ESC), Mich.** - Pig Roast at the Delta County Airport in conjunction with the "Art in the Park." 906-786-4902.
- 4\* **CLOQUET (COQ), Minn.** - Pancake Breakfast, Lunch & Car Show 8am-2pm. 218-879-7916 or 218-384-3900.
- 4\* **ELBOW LAKE (Y63), Minn.** - Steak Sandwiches 9am-12:30pm. 1pm dedication program. In conjunction with Flekkefest Celebration.
- 4\* **GRAND MARAIS (CKC), Minn.** - Pancake Breakfast at Cook County Airport. In conjunction with summer festival. 218-387-3024. airport@boreal.org
- 4\* **NEW HOLSTEIN (8D1), Wis.** - Wings & Wheels. All day event. 920-426-6588.
- 4-5\* **MILACA (18Y), Minn.** - 4th Pot Luck 5pm & Camp-Out. 5th Fly-In Breakfast 7am-Noon. 320-266-3822.
- 4-5\* **JANESVILLE (JVL), Wis.** - Southern Wisconsin AirFest. www.swairfest.org
- 5 **CHETEK (Y23), Wis.** - BBQ Fly-In, Antique Cars & Planes at Southworth Municipal Airport 10:30am-? 715-924-4501 / 456-8415.
- 5 **LONGVILLE (XVG), Minn.** - Pancake Breakfast 8am-Noon. 218-363-3267.
- 5 **CARO (78D), Mich.** - Fly-In 11am-3:30pm at the Tuscola County Airport. 989-551-1641.
- 5\* **RED WING (RGK), Minn.** - Pancake Breakfast & Car Show at Red Wing Regional Airport 8am-Noon. In conjunction with River City Days. 715-448-2233. RedWingPilots@att.net
- 5\* **VIROQUA (Y51), Wis.** - Pancake Breakfast 7am-1pm. 608-606-9563.
- 11 **RICE LAKE (RPD), Wis.** - Pancake Breakfast 7-10am & Lunch 10am-1pm &

- Aerobatic Flying 11-11:30am. 715-458-4401. www.ricelakeairport.com
- 11 **FREMONT (3FM), Mich.** - Dawn Patrol Pancake Breakfast 7-11am. 231-924-7080. avcraftltd.com
- 11 **OSCODA (OSC), Mich.** - Yankee Air Museum Annual Hangar Dance 7pm. 989-362-5740.
- 11\* **MENOMONIE (LUM), Wis.** - Pancake Breakfast 7-11am. Aerobatic Show 5 & 7pm. Lunch also being served. 715-233-5636.
- 11\* **EASTPORT (59M), Mich.** - Steak Fry 5-7pm at Torchport Airpark.
- 11\* **STURGEON BAY (SUE), Wis.** - Airport fun day at Door County Cherryland Airport 8am-3pm. Pancake Breakfast 8-10am. Brats, burger & hot dogs 11am-3pm. 920-743-6082.
- 12\* **EASTPORT (59M), Mich.** - Breakfast 7-11am at Torchport Airpark.
- 12 **LINO LAKE (8Y4), Minn.** - Annual MSPA Pig Roast & Fly-In at Surfside Seaplane Base Noon-4pm. www.mnseaplanes.org
- 12 **MANCHESTER (C27), Iowa** - Air Show. Events start at 11am with air show at 1pm. 563-927-3636.
- 12 **HUMBOLDT (OK7), Iowa** - Breakfast 7:30am-Noon. 515-332-4012.
- 12\* **WATERFORD (PTK), Oakland County Intl Airport** Open House & Breakfast 7-11am. 248-666-3900. www.airfaircoia.org
- 12\* **LAKE ELMO (21D), Minn.** - Lake Elmo Aviation Days featuring Pancake Breakfast & Aircraft Display. 7am-Noon. 651-439-5040. www.eaa54.org
- 12\* **BOULDER JUNCTION (BDJ), Wis.** - Musky Day Land & Sea Fly-In. Free transportation to town activities 9am-Noon. 715-385-2979. No facilities, fuel on request.
- 18 **NORTHPORT (5D5), Mich.** - Pancake Breakfast 8am-Noon at Woolsey Airport. Car display, military display and a band. 231-386-5762. Rain date 19<sup>th</sup>.
- 18 **FOREST LAKE (25D), Minn.** - Brat & Corn-on-the-cob & ice cream 10am-4pm. Grass strip 3000 ft. 31/13. 651-776-1717.
- 18\* **SPARTA, Mich.** - "Pork on the Hoof" Pig Roast 9:30am-4pm. 616-308-2627.
- 18\* **EDEN PRAIRIE, Minn.** - Air Expo 2007 at Flying Cloud Airport 9am-5pm. www.wotn.org
- 18\* **REEDSBURG (C35), Wis.** - Wings & Wheels Blues Festival 4-11:30pm. Classic Car Show. reedsburg@rucls.net
- 18\* **SAWYER (ND42), N.D.** - Competitive Events, BBQ & Sleepover. 701-852-4092. pietschaircraft@srt.com
- 18-19 **CHICAGO, Ill.** - U.S. Air Force Thunderbirds performing.
- 19 **MONONA (7C3), Iowa** - Pancake Breakfast 7am-Noon. 563-539-2561.
- 19 **BROOKFIELD (02C), Wis.** - Capitol Airport Ice Cream Social & Vintage Aircraft Display. Dean London 262-442-4622.
- 19\* **MAPLETON, Iowa** - Breakfast 7-11:30am. 712-881-2764.
- 19\* **COUNCIL BLUFFS, Iowa** - Breakfast 8am-

Noon. 712-323-2173.

- 19\* **PIPESTONE (PQN), Minn.** - Pancake Breakfast 7:30am-1pm.
- 19\* **TOMAHAWK (TKV), Wis.** - Pancake Breakfast 7:30-?. 715-453-5491. www.tomahawkairport.com
- 19\* **MINOT (KMOT), S.D.** - Dakota Territory Air Museum Fly-In Pancake Breakfast, Cessna 140 giveaway. 701-852-8500. airmuseum@minot.com
- 24-26\* **WISCONSIN RAPIDS (ISW), Wis.** - Wisconsin Rapids CMN Balloon Rally at Alexander Field - South Wood County Airport. www.cnmballoonrally.com
- 25 **GLENCOE (GYL), Minn.** - Brat & Sweet Corn Feed Fly-In 10am-2pm. 320-238-2376.
- 25 **GUTTENBERG, Iowa** - Annual Abel Island Fly-In, Float-In Potluck & BBQ at Abel Island Airpark Noon-3pm. www.abelisland.com 319-480-0913
- 25\* **PORTLAND (PLD), Ind.** - Pancake & Sausage Breakfast 6am-2pm. 260-726-4901.
- 25-26 **INDIANAPOLIS, Ind.** - U.S. Navy Blue Angels performing.
- 25-26 **ALMA (AMN), Mich.** - Gratiot Community Airport Air Show. 989-463-5500.
- 26\* **COTTAGE GROVE (87Y), Wis.** - Brat & Bean Feed 11am-3pm at Blackhawk Airport. Midwest EAA Chapter's Poker Run. snolinsk@quarrastone.com
- 26 **BURLINGTON (BUU), Wis.** - Lions Breakfast & Fire Dept. Lunch. Display of antique tractors & cars. 262-945-5920.
- 26 **IOWA CITY (IOW), Iowa** - Breakfast 7am-12:30pm. 319-338-9222.
- 26 **ROCHELLE (RPJ), Ill.** - Sweet Corn/Pork Chops 11am-3pm. 815-562-4617. bresnfly@rochelle.net
- 26\* **JUNEAU (UNU), Wis.** - Pancake Breakfast 8am-Noon at Dodge County Airport. 920-386-2402.
- 26\* **CUMBERLAND, Wis.** - Pancake & Sausage Breakfast 7-11am. Aerobatic Demo at 11am. Rutabaga Festival in town (camping by plane). 715-205-4474. allans@centurytel.net
- 26\* **GREENFIELD, Iowa** - Fly-In 7:30-11:00am. 641-343-7184.
- 26\* **GRYGLA, Minn.** - Breakfast 7am-Noon. In conjunction with Fall Festival. 218-459-3436 or 218-689-1657.
- 26\* **OWATONNA, Minn.** - French-toast Breakfast 7am-Noon. 507-444-2448.

## SEPTEMBER 2007

- 1 **SHELL LAKE (SSQ), Wis.** - Pancake Breakfast 7-11:30am & Town & Country Days. 715-468-4592.
- 1\* **NEW LISBON (82C), Wis.** - Breakfast 6:30am-3pm. at Mauston-New Lisbon Union Airport. Many family activities. 608-565-2135. Rain date 2nd.
- 1-3 **ST. LOUIS, Mo.** - U.S. Navy Blue Angels.
- 1-3 **CLEVELAND, Ohio** - Cleveland National Air Show, U.S. Air Force Thunderbirds performing. 216-781-0747. www.clevelandairshow.com



<p>2* <b>MONDOVI (WS69), Wis.</b> - Annual Log Cabin Fly-In 10am, Lunch @ Noon. 715-287-4205. 715-287-4205. Rain date 3rd.</p> <p>2* <b>WILLMAR (BDH), MINN.</b> - Open House &amp; Pancake Breakfast 7:30am-1pm. 320-214-9669. mgalvan@ci.willmar.mn.us</p> <p>5-9* <b>WICHITA, KAN.</b> - American Bonanza Society Annual Convention &amp; Trade Show. 316-945-1700. bonanza2@bonanza.org</p> <p>8 <b>DECATUR (DEC), ILL.</b> - Pancake Breakfast 7-11am. 217-795-2393. www.decatuareaa.com</p> <p>8 <b>MINOT AFB, N.D.</b> - U.S. Air Force Thunderbirds performing.</p> <p>8 <b>OSCEOLA (OEO), Wis.</b> - Wheels &amp; Wings Pancake Breakfast 8am-4pm. Aircraft Displays, Classic Car Show &amp; Craft Show. meyerjk@centurytel.net</p> <p>8 <b>WORTHINGTON (OTG), MINN.</b> - Pancake Breakfast &amp; Fly-In.</p> <p>8 <b>SUPERIOR (SUW), Wis.</b> - Pancake Breakfast 8-11am at Superior Bong Airport. 218-729-7764. www.EAA272.org</p> <p>8* <b>STURGEON BAY (SUE), Wis.</b> - Pancake &amp; Porkie Breakfast at Door County Cherryland Airport 8-10:30am. 920-743-6082. catchbigfish@itol.com</p> <p>8* <b>ANTIGO (AIG), Wis.</b> - Fall Fly-In Pancake, Waffle Breakfast, &amp; Brats or Pork Lunch 8am-3pm at Langlade County Airport. 715-623-4525. Rain date 9th.</p> <p>8* <b>MERRILL (RRL), Wis.</b> - Breakfast &amp; Lunch &amp; other activities 7am-5pm. 715-536-7715.</p> <p>8-9 <b>RACINE (RAC), Wis.</b> - Wings &amp; Wheels Pancake Breakfast, Hot Car, Cool Planes &amp; RC Models. 414-828-6779.</p> <p>9 <b>CARROLL (CIN), IOWA</b> - Breakfast 7am-Noon. 712-792-4980.</p> <p>9 <b>ALGONA (AXA), IOWA</b> - Breakfast 7am-Noon. 515-295-7492.</p> <p>9 <b>MAPLE LAKE, MINN.</b> - Pork Chop Dinner Fly-In 11:30am-2pm. 763-477-6021. wflury@wh-link.net</p> <p>9* <b>SOUTH SIOUX CITY (7K8), NEB.</b> - Breakfast 7-8am.</p> <p>9* <b>NEW ULM (ULM), MINN.</b> - Pancake Breakfast 7:15am-12:15pm. 507-354-8940.</p>	<p>13-16 <b>BENTON HARBOR (BEH), MICH.</b> - Int'l Cessna 120/140 Convention at the Southwest Regional Airport. 989-339-1009. www.cessna120-140.org</p> <p>14-16 <b>EAGLE RIVER (EGV), Wis.</b> - Wisconsin Seaplane Fly-In at Gypsy Villa Resort, Cranberry Lake "Annual Colorama Fly-In." Seaplane Wings Safety Seminar. Great Food &amp; Fun! 920-482-1650. www.seaplaneflying.com</p> <p>15 <b>JACKSONVILLE (IJK), ILL.</b> - 23rd Annual Midwest Stinson Fly-In. 630-904-6964.</p> <p>15 <b>FARIBAULT (FBL), MINN.</b> - Pancake Breakfast in conjunction with Air Fest weekend. 7am-Noon. 507-744-5111.</p> <p>15* <b>OSHKOSH (OSH), Wis.</b> - Pancake Breakfast 8-11am. eaachapter252@aol.com</p> <p>16 <b>HINCKLEY (OC2), ILL.</b> - "Breakfast on the Grass" 7am-Noon. 815-758-6948.</p> <p>21-22 <b>MOUNT VERNON (MVN), ILL.</b> - Annual KR Gathering. flesner@verizon.net</p> <p>21-23 <b>DUBUQUE, IOWA</b> - Harvest Boogie Skydiving Event. Tandem Jumps Available. 563-590-6779.</p> <p>22-23 <b>MILLINGTON, TENN.</b> - U.S. Navy Blue Angels &amp; the Canadian Forces Snowbirds performing.</p> <p>23* <b>MEDFORD, Wis.</b> - Breakfast 7am-Noon.</p> <p>27-30 <b>COLUMBUS, OHIO</b> - Gathering of Mustangs Air Show.</p> <p>29 <b>HANOVER, IND.</b> - 10th Annual Wood, Fabric &amp; Tailwheel Fly-In, the largest of its type East of the Mississippi. jtnolen@bellsouth.net</p> <p>29* <b>PARK RAPIDS (PKD), MINN.</b> - Fall Colors Fly-In Fish &amp; French Fry Feed 10am-2pm. 218-237-8528. Rain date 30th.</p> <p>29* <b>LAND O'LAKES (LNL), Wis.</b> - Annual Airport Days. Many activities. 10am-4pm.</p> <p>29-30 <b>COLUMBUS, OHIO</b> - U.S. Air Force Thunderbirds performing.</p> <p>30* <b>BOSCOBEL (OVS), Wis.</b> - Pancake Breakfast 8:30am-1pm. 608-375-5001.</p> <p>30-10/2* <b>GALENA, ILL.</b> - Illinois Public Airports Association Annual Fall Conference - 217-523-4200. Eagle Ridge Resort &amp; Spa - 815-777-2444.</p>	<p><b>OCTOBER 2007</b></p> <p>4-6 <b>HARTFORD, CT.</b> - AOPA Expo 2007. 800-872-2672. (aopa.org)</p> <p>6 <b>GRINNEL (GGI), IOWA</b> - Open House 7am-4pm &amp; Breakfast 7-11am. 641-239-8007.</p> <p>6* <b>RICHLAND CENTER (93C), Wis.</b> - Fall Colors Fly-In &amp; Classic Car Drive-In. Pancake Breakfast 8am-?. Brat Lunch. keyesmp@yahoo.com</p> <p>7* <b>IOLA (68C), Wis.</b> - Fall Color Chili Fly-In at Central County Airport. 8am-2:30pm. 920-244-7808.</p> <p>13* <b>STURGEON BAY (SUE), Wis.</b> - Fall Colors Fly-In Breakfast at Door County Cherryland Airport 8-10:30am. catchbigfish@itol.com</p> <p>14* <b>PALMYRA (88C), Wis.</b> - Breakfast &amp; Poker Run Game Day. 262-495-3108.</p> <p>27 <b>DECATUR (DEC), ILL.</b> - Chili Day Fly-In 10am-2pm. 217-795-2393. www.decatuareaa.com</p> <p>28-11/1 <b>CHICAGO, ILL.</b> - IES (Illuminating Engineering Society) Aviation Lighting Seminar at Doubletree (Oak Brook). 203-235-4424. www.iesalc.org/</p> <p><b>NOVEMBER 2007</b></p> <p>10* <b>OSHKOSH, Wis.</b> - Wisconsin Aviation Hall of Fame banquet at EAA Museum. For tickets call 715-832-6379.</p> <p><b>DECEMBER 2007</b></p> <p>1 <b>COTTAGE GROVE (Y87), Wis.</b> - Tom Rebholtz Memorial Chili Feed at Blackhawk Airport.</p> <p>8* <b>WEST BEND (ETB), Wis.</b> - Breakfast with Santa 8am-Noon. Santa arrives at 9:30am. www.eaa1158.org</p> <p><b>APRIL 2008</b></p> <p>23-24 <b>WEST DES MOINES, IOWA.</b> - Iowa Aviation Conference at Sheraton West Des Moines Hotel. For more info iawings.com Registration Sue Heath 515-727-0667.</p> <p><b>MAY 2008</b></p> <p>5-7 <b>APPLETON, Wis.</b> - 53rd Wisconsin Aviation Conference at the Radisson Paper Valley Hotel. www.wiama.org/conference. htm. Contact Pete - 715-358-2802.</p>
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#### AVIATION LAW

### Pilot Is Charged With Negligent Homicide Arising Out Of Aircraft Accident

by Greg Reigel  
Attorney At Law

According to a listing on the Wisconsin Circuit Court Access website, a private pilot in Wisconsin has been charged with negligent homicide under Wis. Stat. 940.10(1) for the



death of a passenger when the pilot's aircraft crashed after striking power lines. The National Transportation Safety Board's (NTSB) factual report states that on August 28, 2004, the pilot was giving rides in a Boeing A75 when the aircraft struck power lines over the Wisconsin River near Wisconsin Rapids, Wisconsin, and subsequently impacted the water. The aircraft sustained substantial damage. Although the pilot received minor

injuries, unfortunately his passenger died in the accident.

After completing its investigation, on July 7, 2005, NTSB issued its probable cause finding which determined that the accident was caused by the pilot's improper in-flight decision when he decided to fly at a low altitude over the river and his failure to maintain clearance from the power lines. Subsequently, on January 29, 2007, criminal charges were filed against the pilot in Wood County, Wisconsin.

**CONTINUED ON PAGE 53**

## EDUCATION



David Morano

Minnesota State University-Mankato Aviation Department Faculty: Craig Ruedy, Assistant Professor and Department Chair; Cheri M. Rohlfing, Adjunct Professor and DC-9 FO; Joel Pat McKinzie, Assistant Professor; and Dr. Nihad E. Daidzic, Associate Professor. The aircraft is a new Diamond DA-20 TAA, which is operated by North Star Aviation.

## Minnesota State University-Mankato... An Aviation Degree Program That Works!

by Dave Weiman

**M**innesota State University (MSU), Mankato, Minn., has had a 39-year tradition

of excellence in aviation education, as well as many other fields of study. Its Aviation graduates have fared well in

academics, flight competitions, and job placement, and the program is worth serious consideration for yourself, your children, or grandchildren's education.

MSU established its flight-training program in 1968, and offers a Bachelor of Science Degree in Business Administration with concentrations in Professional Flight and Aviation Management. Career opportunities include becoming a professional pilot for either the airlines or corporate aviation, airport management, airline management, general aviation operations, aviation marketing, air traffic control, and aeronautics administration for government. Approximately 85 percent of MSU graduates become professional pilots, and many of the remaining 40 percent go into other aviation professions.

There is a feeling of pride when receiving an aviation degree from this moderate-sized campus of 14,000 students, and tuition is more affordable than at some of the larger campuses that offer professional flight training. For students from the Midwest, getting a quality education close to home is important and more cost-effective.

Minnesota State University contracts with North Star Aviation, Inc. at Mankato Regional Airport (MKT) to provide a comprehensive flight training program, which complements MSU's aviation curriculum on campus. Adherence to very high higher education standards ensures that the training received at North Star Aviation is equal to the higher education standards of the MSU campus, itself.

This partnership between a state university and a private flight training company is not uncommon among universities with aviation programs, and allows MSU to focus on academics, rather than on the details associated with running a flight operation.

North Star Aviation operates a fleet of four (4) single-engine aircraft, and two (2) multi-engine aircraft, including two Diamond DA-20s, and two Warrior IIIs equipped with state-

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- ▲ 50 total multi-engine hours
- ▲ 100 hours instrument
- ▲ 75 hours flown in last 90 days
- ▲ High school diploma (college preferred)
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- ▲ Current first class medical
- ▲ Current passport
- ▲ FCC radio operators permit
- ▲ Vision correctable to 20/20

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of-the-art Avidyne glass flat panel displays, and dual Garmin 430 GPS units. The Warrior IIIs are also equipped with XM Satellite weather packages, which provide students with the latest weather information, and a transponder-based traffic avoidance and alert system. An advanced flight simulation lab, consisting of four (4) Frasca simulators (models 142 & 242), complements classroom instruction and flight training.

Rob McGregor, a graduate of the MSU Aviation Program himself, is Director of Flight Operations, and an Adjunct Professor at MSU. McGregor has 8,000 hours, holds Airline Transport and Instrument Instructor



Pilot Certificates, and was a pilot with Mesaba Airlines for seven years, and before that, a pilot with Valley Aviation in Fargo, N.D., and Great Lakes Aviation in Spencer, Iowa.

In addition to McGregor, North Star Aviation has a staff of seven (7) instructors – all of whom are Certified Flight Instructors (CFIs), Certified Flight Instrument Instructors (CFIIs), and Multi-Engine Instructors (MEIs).

North Star Aviation offers “multi-engine intensive training,” where students fly a twin-engine aircraft before completing their instrument rating.

With global positioning satellite (GPS) navigation becoming the industry standard, North Star Aviation has a training course available on GPS technology, using a Garmin 430-equipped flight simulator with “wrap-

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around” visuals. This course is also available to the general public. Also available to both MSU students and the general public are “turbine” aircraft training courses in a turbine flight simulator.

When students complete their time at the North Star Aviation Flight Training Center, they leave with 200-400 hours of multi-engine time and 1,000 hours in all.

### Campus Studies & Faculty

The MSU Aviation faculty members are located on the MSU campus and teach the “academic” portion of the university’s Aviation program. They are experienced in various aspects of the aviation industry, ranging from engineering, sales, commercial airline flying, and airport management, and also bring with them their contacts within the industry, which helps in placing students after graduation.

Craig Ruedy is Chairman of the MSU Aviation Department, an Assistant Professor, and holds Airline Transport and Instrument Instructor Pilot Certificates. He is a graduate of the MSU Aviation Program, himself, with a Bachelor of Arts in Aviation Management, and has a Master of Science Degree in Aviation Safety from Embry-Riddle Aeronautical University. Ruedy is type rated in the Ecuadorian BE 1900, BE 300/350, and RA 390 Premier Jet. He teaches courses in Commercial Pilot Flight Theory, Aviation Safety, and Regional Airline Operations, and a Commercial Pilot Flight Lab.

Cheri Rohlfing is an Adjunct Professor of Aviation, and is also a graduate of the MSU Aviation Program. She has a Master of Science Degree in Experiential Education, and holds Airline Transport and Instrument Instructor Pilot Certificates. In addition to her campus responsibilities, Rohlfing is a DC-9 First Officer with Northwest Airlines.

Joel McKinzie is an Assistant Professor of Aviation, and has a

Master of Science Degree in Instructional Technology from Kent State University, and a Bachelor of Science Degree in Business Administration from Indiana University. He holds Airline Transport, Flight Engineer, and Instructor Pilot Certificates. Before joining MSU, McKinzie was a captain with Continental Express Airlines, a flight instructor with Flight Safety International, and on the faculty at Purdue and Kent State Universities.

Nihad Daidzic is an Associate Professor of Aviation, and an Adjunct Associate Professor of Mechanical Engineering. He holds a Ph.D in Fluid Mechanics from Friedrich-Alexander Technical University Erlangen-Nurnberg, Erlangen, Germany, and holds Airline Transport Pilot, Instrument, Multi-Engine, and Ground Instructor Pilot Certificates. Before joining the faculty at MSU, Daidzic worked for the National Air & Space Administration. He teaches courses in Aerospace Propulsion, Aircraft Performance, Instrument Pilot Flight Theory, Flight Engineer Theory, Advanced Computational Methods In Engineering, Instrument Pilot Flight Lab Evaluation, and Instrument Instructor Flight Lab Evaluation.

### A Growing Job Market

Employment in aviation has never been better... so good, in fact, that MSU can nearly guarantee 100 percent placement upon graduation. The regional airlines and corporations are hiring, the Federal Aviation Administration is hiring, and the air traffic control system and flight service stations are being modernized. The school is also getting excited about the potential of the Very Light Jet (VLJ) market, and the thousands of pilot positions the new VLJ charter companies will create for its graduates.

For additional information on the flight program at Minnesota State

University, Mankato, contact Craig Ruedy or Karla Worden at 507-389-6116, [craig.ruedy@mnsu.edu](mailto:craig.ruedy@mnsu.edu), or Rob McGregor at 507-625-6006, [rmcgregor@flymankato.com](mailto:rmcgregor@flymankato.com). See Minnesota State University’s website at [www.mnsu.edu/aviation](http://www.mnsu.edu/aviation).

Scholarships and student loans are available to cover both academic instruction and flight training. □

### \$1,500 Learn To Fly Scholarship

SOUTH ST. PAUL, MINN. – The Minnesota Aviation Trades Association (MATA) is sponsoring a \$1,500.00 scholarship to any Minnesota resident 16 years of age or older for the purpose of learning how to fly.

Persons interested must type a 1,000 or less word essay entitled “Why I Want To Learn How To Fly,” and email it to MATA, c/o Greg Reigel at [greigel@aerolegalservices.com](mailto:greigel@aerolegalservices.com). Include a cover letter with the applicant’s name, address, phone, email address and some personal background information.

Flight training must be provided by an MATA-member flight school of the recipient’s choosing.

The scholarship will be presented at the annual MATA Conference luncheon on Friday, September 21, at the Mermaid Entertainment Center in Mounds View, Minn.

([www.mnataonline.net](http://www.mnataonline.net)) □

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## WRAPUPS

**PAT BASLER FROM PAGE 39**

After nearly 50 years of service, 24 hours a day and seven days a week, Pat Basler said goodbye to her staff and embraced the role of being their friend. She enjoyed her golden years immensely. True to her hard-working nature, she did not sit still, but remained busy with an active social calendar, travel, and service to her community.

Pat Basler's truly care for her employees, was dedicated to her customers, and will be fondly remembered and appreciated by all who had the honor to work with her. Her integrity and personal attention to the needs of others were personality traits that made her a successful businesswoman and a good friend.

Memorials to the American Cancer Society may be made in memory of "Pat Basler" online at <https://www.cancer.org/>, by calling 800-227-2345, or via mail at the following address: American Cancer Society, P.O. Box 22718, Oklahoma City, OK 73123-1718.

Condolences may be sent to Pat Basler's son, Michael Basler, at 3363 Black Wolf Avenue, Oshkosh, WI 54902. □

**AVIATION LAW FROM PAGE 49**

This case highlights an airman's potential criminal liability arising out of the operation of an aircraft. Although criminal prosecution in the aftermath of an aircraft accident has always been available to the government, the decision to prosecute has been problematic in all but the clearest of cases because it is oftentimes difficult to distinguish between cases of negligence and mere accidents. In this case, I think the airman's admission that he was flying only 40-50 feet above the water, coupled with the death of his passenger, strongly influenced the prosecutor's determination that this was a case of negligence, rather than merely an accident.

An additional issue that arises in this circumstance is the conflicting rights and responsibilities of an airman in an NTSB investigation versus a criminal investigation. By complying with his or her obligations in an NTSB investigation, the airman may end up providing incriminating evidence that could be used against him or her in a subsequent criminal prosecution. Not a good situation. If you find yourself in this situation, you should retain an aviation attorney who is also familiar with criminal proceedings to assist you in complying with your obligations, while still protecting your rights. □

*Editor's Note:* Greg Reigel is an attorney with Reigel & Associates, Ltd., Hopkins, Minnesota. 952-238-1060, [greigel@aerolegalservices.com](mailto:greigel@aerolegalservices.com).

## One of Minnesota's First Light Sport Aircraft Repairman



Joe Rethmeier

ST. LOUIS PARK, MINN. – Joe Rethmeier of St. Louis Park, MN, has recently completed the 120-hour Light Sport Repairman-Maintenance course and the 19-hour courses for LSA Weight Shift Control (trikes) and LSA Powered Parachutes provided by Rainbow Aviation Services located in Corning, California. Rethmeier is now one of the first Light Sport Repairmen in the country, and one of the first Light Sport Repairman-Maintenance technicians certified in Minnesota. Rethmeier is qualified to inspect and provide maintenance on any Special or Experimental Light Sport Aircraft, LSA Weight Shift Control (trike), and LSA Powered Parachute.

Rethmeier obtained his Private Pilot Certificate at Anoka County-Blaine Airport in 1969, and a Commercial

Pilot Certificate and Instrument Rating in 1974 at Spokane (Washington) Felts Field while in the Air Force. He typically has flown fixed-wing aircraft, and is looking forward to enhancing the growth of the Light Sport Aircraft industry in all categories. Light Sport aviation is aviation for the fun of it, says Rethmeier, and his goal is to help promote and grow flying for fun.

The time, effort, and cost of attending the FAA required course prevents all but the most determined individuals from obtaining the Light Sport Repairman-Maintenance certification. The curriculum includes numerous items. A partial list includes: regulations, consensus standards, an engine and propeller module of 45 hours, aircraft fabric and tubing, seats and safety belts, instruments, flight and engine controls, batteries, studs and nuts; lines, hoses, and clamps; and exhaust stacks, accessories, hydraulic lines, all aircraft systems, wheels, tires, brakes, radios, propeller, fuel system, landing gear, and the aircraft logbook.

The purpose of the maintenance course is to train a person to perform maintenance and conditional inspections on Special Light Sport Aircraft and Experimental Light Sport Aircraft. Special LSAs are those which are delivered turnkey flyable from a manufacturer, and which meet certain ASTM "consensus standards." The maintenance rating is only available by attending the repairman course.

For more information on the new sport aircraft services offered by Joe Rethmeier, contact him at 952-544-0440, or via e-mail at [jogofly0440@msn.com](mailto:jogofly0440@msn.com). □

# LIGHT SPORT AIRCRAFT



## Airborne & Climbing... The Sport Pilot-Light Sport Aircraft Movement Gains Altitude

by Ed Leineweber

For the past seven or eight years, we've all heard a lot about the Sport Pilot Certificate and Light Sport Aircraft, and how these initiatives are going to rejuvenate general aviation. The Sport Pilot/Light Sport Aircraft rules went into effect in September 2004, now almost three years ago. Let's take a look at what we've seen so far, and the extent to which the promised renaissance is taking place.

In this article we'll look first at the national picture. In the next of this series, we'll zoom in on the Midwest, the territory covered by this magazine. As we shall see, on balance there is good reason to be optimistic that something very positive is slowly gathering momentum.

In examining the relative success of the SP/LSA initiatives, we will in future articles look at various issues, including:

- The level of interest being shown in Sport Pilot training at flight schools and FBOs.
- The availability of insurance.
- The availability of Sport Pilot-eligible aircraft for rental and instruction.
- The presence of new LSAs on airport ramps around the country.
- Acceptance by flight instructors

of the new Sport Pilot Certificate, and their impressions about whether the training prescribed in the regulations and Practical Test Standards is adequate to turn out safe pilots.

- The demographics of the pilot population getting certified as Sport Pilots and exercising Sport Pilot privileges.
- The apparent success of penetrating the non-aviation public, including the motor-sports crowd.
- And the economics of flight schools and FBOs offering SP/LSA options.

Anyone with information on these topics, or anyone interested in weighing in with an opinion, should contact me by phone or email. We would like to generate an on-going discussion on Sport Pilot/Light Sport Aircraft topics in *Midwest Flyer Magazine*, and share information that might help this movement make an important contribution to general aviation in our part of the world.

Two prominent players on the national scene, Dan Johnson and the Experimental Aircraft Association, have offered assessments of SP/LSA. Let's start with Dan Johnson, Chairman of the Board of the Light Aircraft Manufacturers Association (LAMA), and director of the LSA Mall at AirVenture. Dan's involvement in the SP/LSA movement began over 40 years ago, starting with hang gliders and going on to powered hang gliders, two-seat ultralights, European microlights and, finally, to Light Sport Aircraft built under the new FAA regulations.

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Dan describes himself primarily as an "aircraft reviewer," having flown about 300 such aircraft. Dan also describes himself as a consultant to EAA and private business, providing marketing services. As such, he is a very close and perceptive observer of SP/LSA developments since September, 2004.

Dan believes that the Light Sport Aircraft design, certification and manufacturing facet of this movement is off to a brilliant start; the most energetic the new aircraft marketplace has been in over 40 years. To date, 50 LSAs have been certified, 42 of which are fixed-wing aircraft. Although many of us have been taken aback at the price of new LSAs, price has not appeared to be an issue so far with LSA buyers. At this point, the market is not supplying enough units to meet demand. This should change as supply pipelines begin to open up. Approximately 1,000 LSAs were delivered in 2006, and Dan projects that deliveries for 2007 could easily total 1,500 or even 2,000 aircraft.

According to Dan, the initial buyers of LSAs appear to be heavily from the existing pilot population, thought to number between 100,000 to 130,000, who fear that they will be experiencing medical problems in the future. Buyers also appear to be pilots who no longer want or need to fly more complex, larger and faster airplanes. These pilots are still, however, interested in cross-country traveling machines. Finally, buyers of LSAs at this point appear also to be existing pilots from a second group: purely recreational pilots. Thus it seems that Light Sport Aircraft might be appropriate at the beginning of a pilot's flying career, and at the end. Given just these existing pilot demographics, the market for new and used LSAs over the near and mid-term would appear to be solid.

The Experimental Aircraft Association concurs with Dan's assessment of the LSA manufacturing segment of the SP/LSA total picture. In its September 2006 analysis of the movement after two years, EAA says

the outlook for new production Light Sport Aircraft is "outstanding," noting the large number of entrants to the marketplace in the first two years, the rapid certification of these aircraft under the new industry compliance standards, and the entry of a major player, Cessna Aircraft, into the market. EAA notes that the introduction of new kit aircraft certificated under the Experimental-Light Sport Aircraft (E-LSA) rules has been off to a slower start, but is expected to pick up now with the finalization of the compliance standards for these aircraft.

Both Dan and EAA note that the conversion of two-place and "fat" ultralights to E-LSA certification is off to a slow start due to the shortage of designated airworthiness representatives (DARs). EAA maintains that this situation should improve rapidly now due to joint efforts by EAA and FAA to rapidly increase the number of DARs in the field. Dan notes also that it has not been in an ultralight

owner's interest to apply for an N-number and register the aircraft until the services of a DAR are readily available since the aircraft is grounded from the issuance of the N-number to the issuance of the airworthiness certificate. The anticipated increase in DARs in the field, coupled with the looming January 31, 2008 deadline to make the conversion, should result in a much higher rate of conversion in the coming months.

Turning to the certification of new Sport Pilots, the picture is not as rosy as the LSA manufacturing and sales scene just described, but is not really that bad, considering the complexity of the infrastructure-building and marketing tasks required.

First, the numbers and trend: According to FAA figures, 234 Sport Pilot Certificates were issued as of March 1, 2006, about a year and a half ago. Of course, no such certificates could be issued following the September, 2004 adoption of the rules



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until all the regulatory, organizational and personnel infrastructure could be put in place, including creation of the knowledge test and Practical Test Standards, guidance for Designated Pilot Examiners (DPEs) in conducting the practical tests, and education of the flight instructor community, to name just a few of the major tasks. By August 2006, the number of certified Sport Pilots had risen to more than 400, and as of January, 2007, according to Dan Johnson, there are more than 1,500 Sport Pilots on the FAA rolls.

Other statistics which shed light on the future success of the SP/LSA initiatives are as follows: At the two-year mark, September 2006, more than 100 Sport Pilot Instructors have been certificated; more than 200 DPEs have been authorized to give Sport Pilot checkrides; and more than 1,300 applicants have passed the Sport Pilot knowledge test. These figures suggest that the Sport Pilot Certificate will at least be far more successful than the ill-fated Recreational Pilot Certificate of a couple of decades ago.

Dan Johnson offers additional analysis of the success of the Sport Pilot Certificate so far. He says, although off to a muted start, the prospects are for good growth in the future. He notes that of the approximately 1,500 Sport Pilot Certificates issued so far, about 1,000 have been converting ultralight pilots. This represents only 10% of the total ultralight pilot population, leading to the conclusion that we will see many more ultralight pilots convert in the future.

The motor-sports crowd should offer additional growth in the Sport Pilot population in the coming years, according to Dan Johnson, although the extent to which this hoped for infusion will actually materialize is subject to considerable debate and skepticism, as noted later on. Still, Johnson points out that the pilot population in the United States in the years he has been flying has dropped from about 850,000 to less than 600,000, while the total U.S. popula-

tion has increased by 50 million. He says that population participating in motor-sports in the U.S. is estimated at 30 million. Capturing just 1% of this population for Sport Pilot Certificates would increase our total pilot numbers by 50%, he points out. Clearly, this is a potential market, which must be pursued, even if there are good reasons why only a very small percentage will be sold.

Dan Johnson believes it is a good thing that non-pilot prospects from the general or motor-sports population have not yet begun showing up at FBOs and flight schools in large numbers because the flight training infrastructure is not yet sufficiently developed to meet this demand. Specifically, he says there are not enough LSA flight instructors willing to train for Sport Pilot Certificates, Designated Pilot Examiners, etc., to accommodate a large influx of student pilots. This should improve in the future, he feels, at which point aggressive marketing will be warranted.

Which brings us to one of the two largest problems facing the SP/LSA movement at this time – lack of training aircraft. (The second problem is related – availability of insurance for training operations, discussed later on.) Both Dan Johnson and EAA acknowledge problems here, but Dan is optimistic that even this picture is showing signs of improvement.

The lack of training aircraft at flight schools and FBOs is in part due to the lack of supply of new production LSAs mentioned earlier, but also due to the significant purchase price of these aircraft. A flight school can buy a good used Cessna 172 or similar aircraft for the price of a new LSA and have it immediately cash flow due to its greater versatility and acceptance, and due to its ready insurability at a tolerable premium. On the other hand, buying a new LSA is a leap of faith, hoping that if Sport Pilot training is offered, people will come and sign up. Given that this market has been slow to materialize so far, this does require either tremendous

faith or very deep pockets in an industry which operates on very narrow margins.

Here again, Dan Johnson offers encouragement to the adventuresome. He says that he has surveyed 24 flight training operations while participating in the recently completed EAA SP/LSA Tour, and confirmed that Sport Pilot training in LSAs does not significantly cut into flight hours of other aircraft on the line. Over 90% of the flight schools he contacted said that LSA rental and instruction income is new money to their businesses. They report that these student pilots (of the 500 who are not converting ultralight pilots) are younger, technically savvy people, ready and willing to spend money for Sport Pilot training in new Light Sport Aircraft. Dan feels that this is a good sign that the motor-sports crowd, and the younger generation, will provide a fertile market for SP/LSA sales in the future.

There has been concern nationally about the extent to which the flight training industry has embraced the opportunities presented by SP/LSA. Here, Dan sees mixed, but perhaps encouraging signs.

First, as noted earlier, it is difficult to secure delivery of an LSA suitable for flight training. Second, flight instructors appear to have been somewhat reluctant to become knowledgeable on the new Sport Pilot Certificate and push it in their flight training operations. This might be due to complacency and security in doing what they have always done, and also to concerns about the impact on the utilization of their other rental and instruction aircraft. Dan feels that this reluctance should dissipate over time, especially in light of the early reported experience of flight schools in the benefits of LSAs on the flight line, as mentioned earlier.

Dan Johnson sums up the LSA trainer situation by saying for now, there are not many available, but where they are available, they are flying 50, 70 or even 100 hours per month. When the LSA production supply is no longer being snapped up



by individual buyers, he predicts that we will begin to see their availability at flight schools and FBOs increase.

Except, perhaps, for the second big problem with offering LSAs for rental and instruction – the lack of available insurance, or where it can be purchased, and the prohibitive premiums. Here, both Dan Johnson and EAA acknowledge there are major constraints on the expansion of Sport Pilot training in LSAs, which will have to be addressed.

Individual buyers of LSAs should have few problems obtaining insurance beyond the usual underwriting considerations of pilot experience, claims history, aircraft type, etc. Large flight schools and FBOs, or operations with a long, claim-free history, should also be able to obtain the necessary coverage. But small or start-up operations, or those with an adverse claim history, will likely find insurance much more difficult and expensive to obtain, if available to them at all. Insurers can be expected to be cautious in covering this new segment of the industry until a claims experience starts to accumulate. EAA predicts that the picture here should improve as the Sport Pilot community expands. For now, the question of insurance availability remains as the darkest cloud over the eventual success of the SP/LSA initiatives.

A more minor problem than insurance, but one which must still be addressed if the SP/LSA initiatives are to be successful, is the lack of available repairman training. While more than a dozen providers have come forward to

offer repairman-inspection training to enable owners to perform maintenance on their E-LSAs, only one school has been approved to offer the Repairman-Maintenance Certificate necessary to work on and inspect S-LSAs. EAA is encouraging existing A&P training facilities to offer this training to overcome this roadblock.

Overall, both Dan Johnson and the Experimental Aircraft Association are bullish on the prospects for the Sport Pilot/Light Sport Aircraft movement to re-invigorate general aviation in the United States, although each acknowledges there are problems to overcome. The coming months and next few years will tell the story. Stay tuned.

**EDITOR'S NOTE:** Future articles will follow the development of the SP/LSA movement, and explore the impact these initiatives are having in the Midwest by interviewing various people involved in trying to make it a success, including flight instructors, pilots, insurance agents and those starting LSA sales enterprises. Readers' views on these issues are welcome.

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



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## FLY-INS • AIR SHOWS



(LEFT) Dan Pawlak of EAA Chapter 1389.

(CENTER) Airport advocate, Diane Ballweg.

(TOP L/R) EAA member, Jeff Platz, and former airport commissioner, Don Sprang. *Photos by Tom Thomas*

## It's Lights, Cameras, Action At Middleton-Morey Airport Fly-In

by Tom Thomas

MIDDLETON, WIS. – The atmosphere at the annual EAA Chapter 1389 Fly-In Breakfast, July 8, at Middleton Municipal Airport–Morey Field (C29) took on a bit of “hollywood” excitement, with a tall wooden observation tower built by EAAer Bill Rewey of Verona, Wis., and local and regional media coverage. But the pilots that attended were as laid-back as always, proudly displaying their aircraft, giving rides, and eating stacks of pancakes. Even the warm temperatures and brisk winds didn’t affect enthusiasm or turnout.

The small to medium size general aviation airport, early in its “born again” growth since being purchased

from the Morey family by the City of Middleton in 1998, is truly living up to its expectations and then some.

Scheduled the day after 07-07-07, maybe some pilots projected that the good luck would stick around and they were right when EAA Chapter 1389 flew 35 Young Eagles. In addition, the chapter and Morey Airplane Company provided another 100 sight-seeing flights for local residents, helping to build that bond between airport and community.

Approximately 40 aircraft flew in and 800 breakfasts served, which beat all previous records.

Perhaps the beautiful weather; happy, positive atmosphere; and great

food were key factors in making the fly-in a success. Surely another reason not to be overlooked was the event organizers and players.

Two “champions” of C29 happened to be working the food line, cooking and serving. The first champion I came across was Don Sprang. It was hard to tell who was having more fun. Don had distinguished past careers having served on both the Dane County Regional Airport and the Middleton Municipal Airport Commissions. From the way he was working over the hot grill, there may yet be another career opportunity for him as a short order cook.

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who volunteered to work on the food line, was Diane Ballweg. It was Diane's leadership, persistence and passion to see Morey Field continue and develop as one of the City of Middleton's "jewels," and her efforts are unprecedented. Thank you, Diane... thank you, Don, and thanks to the members of EAA Chapter 1389, Morey Airplane Company, and the City of Middleton for helping to make the fly-in a truly delightful, fun, family aeronautical adventure! □

*Just some  
of the action at  
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*Photos by Geoff Sobering*

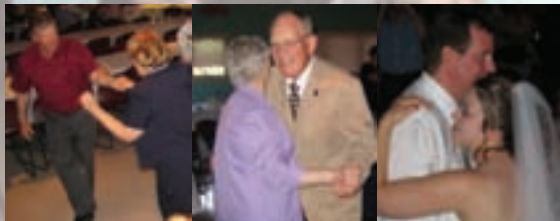
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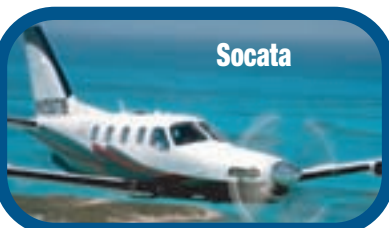
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## Beach Lineup!



Kirk Lindberg, MSPA

Grumman Goose McKinnon G21G

BRAINERD, MINN. – The Minnesota Seaplane Pilots Association hosted its annual fly-in at Cragun's Resort on Gull Lake near Brainerd, Minn., May 4-6. Being in the heart of seaplane country south of the border, the event always attracts a great variety of aircraft. This year 33 seaplanes flew in including Piper Cubs, Cessnas, Beavers, Grummans, Maules, Champs and many others. Pictured in the foreground of this photo called "Beach Lineup," is a Grumman Goose McKinnon G21G turboprop conversion. In addition, another 20 aircraft on wheels flew into East Gull Lake Airport (9Y2), located less than two blocks from Cragun's.

The purpose of the Minnesota Seaplane Pilots Association is to promote seaplane flying and safety programs pertaining to seaplane operations throughout the State of Minnesota; to promote a forum for the purpose of approaching governmental agencies; to educate said agencies, the legislature and the public in understanding seaplane operations; and to create safe and compatible seaplane base facilities in the state of Minnesota.

Wipaire, Inc. at Fleming Field, South St. Paul, Minn., is a major sponsor of the fly-in ([www.Wipaire.com](http://www.Wipaire.com)). The event is supported by the Minnesota DOT Office of Aeronautics ([www.mndot.gov](http://www.mndot.gov)).

For additional information see [www.mnseaplanes.org](http://www.mnseaplanes.org). □

## Ninety-Nines Fly-In Draws 90 Planes



RV-6A

WATERTOWN, WIS. – Wisconsin Aviation, Inc. hosted the annual Wisconsin Ninety-Nines Fly-In Breakfast June 10 at Watertown Municipal Airport. There were so many aircraft that flew in, that the airport's crosswind runway was closed for aircraft parking. Among the 90 aircraft that flew in was an RV-6A decked out in a military paint scheme. The aircraft is owned by John Dropik of Mayville, Wis. Dropik is based at nearby Dodge County Airport in Juneau, Wis. Members of the Chicago Chapter of the Ninety-Nines flew in to support the Wisconsin chapter. □

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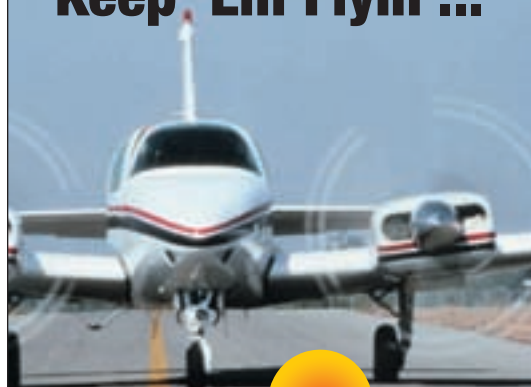
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