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by Dave Weiman

ur aviation community will be stronger if there are more pilots, and no one knows this better than our national pilot organizations -AOPA, EAA and NBAA – which are actively lobbying on our behalf.

Right now we are in the fight of our lives with the airlines lobbying Congress to pass "user fees" that would hit general aviation the hardest. While we are

hopeful our national organizations will be successful in keeping user fees as they are currently in the form of a federal fuel tax, we could be facing a fee every time we file a flight plan or use ATC services.



There is no doubt we all need to work to inform our Washington representatives of the adverse

effects of a user fee-based air traffic control system on flight safety, the aviation industry, and the economy. Obviously, they listen more when a large number of their constituents are affected, and even with 600,000 pilots, our special interest group is small in comparison to the general public and concerns which affect a majority of the population.

To increase our numbers, the Aircraft Owners & Pilots Association has created "Project Pilot," a pilot mentoring program which is being led by its spokesman, Erik Lindbergh.

Read more in this issue of Midwest Flyer Magazine beginning on page 6, and visit www.aopa.org for details on how you can get involved.

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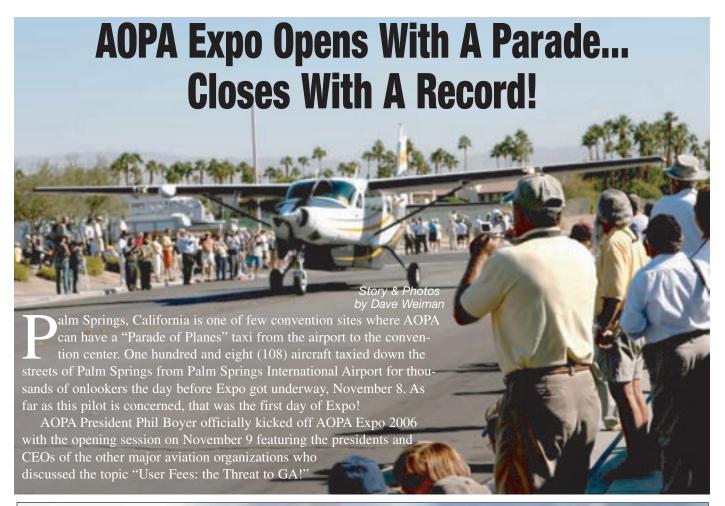
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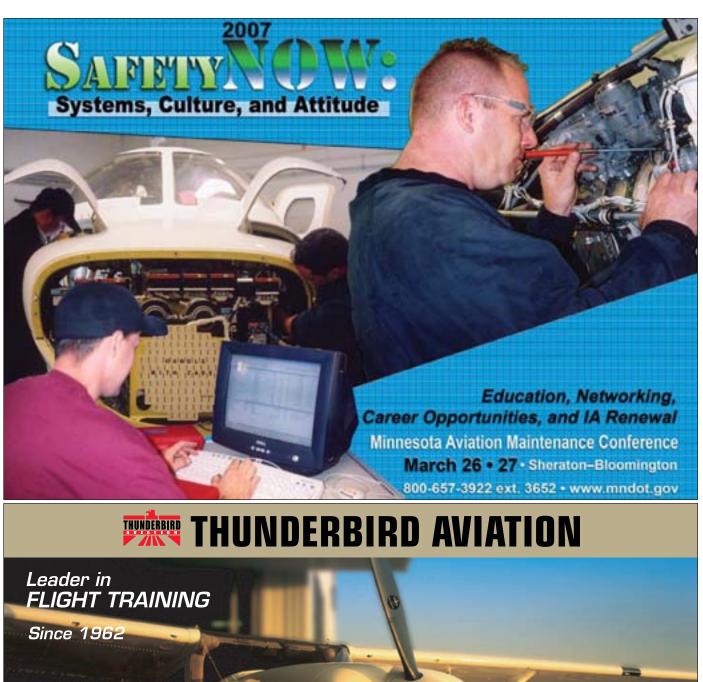
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Present were Tom Poberezny of the Experimental Aircraft Association (EAA), Ed Bolen of the National **Business Aviation Association** (NBAA), and Peter Bunce of the General Aviation Manufacturers Association (GAMA). Joining these leaders was Congressman Sam Graves of Missouri's 6th Congressional District. In Congress, Graves serves on the Agriculture, Small Business, and Transportation Committees which matches his credentials as a sixth generation farmer, a small businessman, and an active pilot and aircraft owner. (Graves owns a 1947 Piper Cub.)

Ed Bolen (NBAA): Starting in 1997, "the big six airlines raised the ticket tax to try and squeeze out Southwest Airlines to make their own ticket prices look more attractive. Today, the airlines are looking more alike."

Bolen believes an increase in user fees would benefit the airline industry's air traffic control needs, not GA's. Bolen said that if new user fees were enacted and use of the airspace system declines, user fees will have to go up to cover ATC services.

"The next generation ATC system has already begun, but we don't know what it will look like in the end," said Bolen. "What's the program? How much will it cost to implement? We should demand answers from the FAA and not give them a blank check! The FAA does not know what

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ON THE COVER: 1953 Piper Pacer PA 22/20 (N3383A), powered by a Lycoming 0-320-B2B (160 hp) engine with a cruising speed of 140 mph. It took owner Frank P. Sperandeo III of Fayetteville, Ark., 4,200 hours and nearly 5 years to completely restore the aircraft he has nicknamed "Ms. Pearl." The aircraft has been willed to the Piper Aviation Museum in Lock Haven, Pa. Read about Piper's newest model, the "PiperJet," on page 22.

Photo by Robb Gessert

AOPA Great Lakes Regional Report – "System Funding To Be Major Debate In 2007" Aviation Law – "State Sales & Use Taxes On Aircraft" – by Greg Reigel......18 Dialogue - "Encourage A Friend To Fly & Help Keep Yourself Airborne!" - by Dave Weiman5 Let's Fly & Dine - "Corner Cupboard," Boyceville, Wisconsin - by Donna I. Bennett46 Pilot Safety – "Keep Your Head On A Swivel!" – by John Chmiel38 **HEADLINES** AOPA Expo Opens With A Parade... Closes With A Record6 FAA Can't Run A Business, Inspector General Audit Indicates14 No User Fees: Congressional Leaders Advise President Bush.......14 Former Northwest VP Searches For Missing WWII Flight Crews, & You Are Invited To Join Him......27 Buying By The Seat of Your Pants - by Karen Workman......30 Eagle River Improves Airport & Services To Meet Increasing Northwoods Demand - by Dave Weiman......34 **SECTIONS** Aircraft19 Minnesota Aeronautics Bulletin42-43 Minnesota Aviation Industry News 44-45

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system it wants. If proposed user fees went into effect, "the FAA will need a new bureaucracy just to collect the money," said Bolen. "The cost of administering user fees would be cost-prohibitive for General Aviation. (If passed) add \$100.00 to every flight. The current gas tax user fee system works well, and we should keep it."

Pete Bunce (GAMA): "The airlines say that the same ATC services are used for each plane, regardless of size. However, the economic impact of 200 people on a plane going to Disney World is greater than two people in a Cessna 172. The General Fund contribution should reflect this economic impact. (As for Very Light Jets), we

FAA Administrator Marion Blakey: "The user fee issue goes beyond yours truly!"



(L/R) Phil Boyer (AOPA), Ed Bolen (NBAA), Peter Bunce (GAMA), Tom Poberezny (EAA), and U.S. Congressman Sam Graves. Poberezny said: "The current system is not broke. It may need tweaking only."



see a lot of potential, but these aircraft will not be at the hubs where a majority of ATC services exist. (In fact), we have the FAA on record stating that VLJs will not swamp the system."

Tom Poberezny (EAA): "The current system is not broke. It may need tweaking only."

Rep. Sam Graves:
"How are we going to collect new user fees unless everyone is required to file a flight plan? Pilots could be fined if they don't file a flight plan (if user fees are enacted). Talk to your congressman directly and educate them on the issue of user fees. (As a constituent), you have a great deal of influence."

Phil Boyer (AOPA):
"We are the combined forced of General Aviation organizations on this issue.
We will overcome this.

Your help will be needed!"

On Friday, November 10, Phil Boyer welcomed FAA Administrator Marion Clifton Blakey to the podium to address members and answer their questions.

Blakey first presented AOPA Air Safety Foundation Executive Director Bruce Landsberg with FAA's first Thomas H. Wardleigh Award for advancing the cause of air safety. She then talked on the improved safety record of aviation (its lowest accident rate ever recorded), and finally got to the topic on everyone's mind, "user fees," which the White House supports.

Contrary to the Bush Administration's position on user fees, Blakey said: "The Next Generation System does not have to include user fees. But the system has to be cost based. I support a robust General Fund contribution."

Okay, what does she mean by those comments? Blakey said that the Next

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AOPA President Phil Boyer introduces his executive staff (L/R): Jeff Myers (Communications), Andy Cebula (Government Affairs), Karen Gebhart (Non-Dues Revenue), and Bruce Landsburg (Air Safety Foundation).

Generation ATC System does not have to include user fees, but someone has to pay for it, and she would like to see a major contribution come from the General Fund, but as you will read, she's not calling the shots, and she does not rule out user fees.

In response, one member first complemented the administrator on mingling with members in the exhibit hall.



(L/R) Bob Pond and his wife, Jo, owners of the "Palm Springs Air Museum," with AOPA President Phil Boyer and his wife, Lois, during AOPA's Friday Night Hangar Party.

Pictured here is the actual prototype of Cessna's new "Next Generation Piston" aircraft. Cessna is keeping the plane under wrap until they know exactly what the final product will be.

He then told her that General Aviation is already paying user fees through a federal gas tax. The member – a lawyer, and for a moment, a rock star for General Aviation – repeatedly requested clarification concerning Blakey's position, not buying her political, carefully crafted speech.

Blakey's response: "The user fee issue goes beyond yours truly," admit-



ting that it is not her decision to make, but rather the White House's. She concluded by saying: "Fees can be adjusted... taxes cannot!"

"What is the FAA doing to prevent closing airports? Grant assurances?" asked another AOPA member. "Three airports have already closed in the Dallas area alone." Blakey offered her condolences, and pledged that the FAA will enforce grant assurance policy and their newly created fines to the fullest in the future.

Another member expressed concern that Blakey lacked an aviation background... that experience as a pilot and user of the system are important credentials for the job. In other words, the member felt that the administrator of the Federal Aviation Administration should know something about the industry she is administrating! He asked Blakey: "How much PIC time do you have?"

Blakey replied stating that when the president asked her to take the job, she likewise expressed concern that she was not a pilot and should not take the job, "but I am committed to General Aviation," she said.

Boyer lent support to Blakey: "The number one prerequisite of the FAA Administrator's job is not to be a pilot, but rather (the ability) to listen, understand, budget and administrate are more important."

Blakey continued: "The FAA is your advocate concerning TFRs (Temporary Flight Restrictions) and security, but we do not make the decisions."

Boyer: "With a change in Congress, security issues may change

for the better."

In the third and final general session on Saturday, November 11, Boyer introduced his executive staff, and showed a video of President Bush during his campaign pledging his support of general aviation funding, then froze the video and displayed written statements beneath Bush's image, noting his failure to keep those promises. There seems to be relief among general aviation organizations that the democrats took back Congress in the November elections held that week.

AOPA's top executives vowed to continue to offer alternatives to proposed user fees by the airlines, and to lead member lobbying efforts. In addition, AOPA will focus on stronger airport advocacy through its Airport Support Network, and work to keep aircraft insurance premiums affordable through an accident forgiveness program for insurance policies underwritten by AIG Aviation.

Boyer then led a discussion on "The Future of AOPA," announcing a new membership record of 409,318.

Sounds good, but what does this mean to you?

It means more clout on Capitol Hill and more leverage for keeping membership dues low, says AOPA.
When Boyer became AOPA president 15 years ago, he vowed to keep dues at \$39. He's succeeded in that goal, but it didn't come without a huge infusion of creativity by AOPA staff. One of those initiatives is "Project Pilot."

As the newly appointed spokesperson for AOPA Project Pilot, Erik Lindbergh will lend his celebrity to have every
AOPA member find and
mentor at least
one new pilot.
It's a matter of
identifying
someone you
know who
either has
expressed
interest in



Erik Lindbergh

learning how to fly, or who you think could utilize an aircraft. Then contact AOPA so they can send that person additional information. Your job as a mentor is to follow up and make sure your friend meets with a local flight instructor, and takes an introductory flight lesson, and to keep tabs on his/her progress in becoming a pilot.

The grandson of Charles and Anne Morrow Lindbergh, Erik Lindbergh is determined to make his own mark in aviation. In 2002, he retraced his grandfather's solo flight from New York to Paris in a Columbia 300. This epic personal journey documented by the History Channel, raised over \$1 million for three charities, garnered half a billion media impressions for the XPRIZE Foundation, and prompted a call from President Bush for inspiring the country after the tragedy of September 11.

Lindbergh also serves as Vice Chairman of the Lindbergh Foundation, a non-profit organization dedicated to furthering his grandparents' vision of balancing technological advances with environmental preservation. He serves on the board



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1-800-654-2066 www.airpac.com airpac@airpac.com of trustees of the XPRIZE Foundation, works in public relations for Columbia Aircraft, and is a founding board member of the "Aviation High School" in Seattle. Lindbergh has also just agreed to become one of four founding X-Racer pilots in the Rocket Racing League.

More than 225 people signed up as mentors and prospective pilot recruits for the AOPA Project Pilot program at Expo. If you would like to find out more about the AOPA Project Pilot program or sign up as a mentor, visit www.aopa.org.

Manufacturers Meet The Press

Among the press conferences I attended were ones hosted by Cessna, Piper, Cirrus and Columbia.

Jack Pelton, President and CEO of Cessna Aircraft Company, noted that Cessna's jet manufacturing business remains strong, and that the company is still committed to small General Aviation aircraft. Pelton said that Cessna's new Light Sport Aircraft was developed in just 9 months, Cessna's new Next Generation Piston Aircraft is under development, and of the 250 orders for the new Mustang Very Light Jet, half are from Europe.

Jim Bass, President and CEO of Piper Aircraft, talked about the new PiperJet under development. The PiperJet will use the Williams International engine, despite Piper's new relationship with HondaJet, "because the Williams engine is the right engine for this aircraft." Apparently, HondaJet liked the leather interior of the PiperJet so much, that the company will be using the same interior in its jet. A mockup of the PiperJet was on display.

Alan Klapmeier, Chairman and CEO of Cirrus Design, expressed concern with flight safety, not only because of the Cory Lidle accident involving an SR-22 which Lidle and his flight instructor, Tyler Stanger, flew into a 42-story building in New York City on October 11, but because pilots are not stopping and thinking

before acting.

"The pilots (Lidle and Stanger) were more worried about breaking airspace, than flight safety," said Klapmeier, who serves on the AOPA Air Safety Foundation Board of Directors. "We have set students up for the wrong goals." Instead of pushing students to solo in record time, or within the minimum number of hours required, we should set more realistic goals, noted Klapmeier.

Klapmeier announced that Cirrus is working on a "Personal Jet" or PJ, which will use one Williams FJ33 jet engine. In other news, Cirrus delivered its 3,000th aircraft on November 16th to Alan Klapmeier, himself. The 1,000th aircraft went to Dale Klapmeier, and the 2,000th Cirrus is being flown by air show performer, Patty Wagstaff, to air shows to promote Cirrus. Still in other news, the Turbo SR-22 has been STC'd by the FAA... 27 percent of Cirrus Design's business has been international... Delta Connection Academy ordered 50 SR-22s, and you can now order an SR-22 in sterling silver.

Bing Lantis, President and CEO of Columbia Aircraft, announced that after significant delays in getting the Garmin G1000 certified in the Columbia Turbo 400, Columbia has

now delivered its 500th aircraft.

Awards & Recognition

AOPA paid tribute to U.S. Congressman Harold "Hal" Rogers (R-Ky.) at the closing banquet for his dedication to general aviation, awarding him the presti-



Harold Rogers

gious J.B. "Doc" Hartranft Award for 2006. As chairman of the House appropriations subcommittee on homeland security, Rogers is responsible for funding and oversight of the Department of Homeland Security (DHS). He has been an advocate for reasonable approaches to GA security and supported AOPA's 2002 petition to require pilots to carry a government-issued photo ID. And as a senior member of the full Appropriations Committee, Rogers has been tenacious in ensuring that much-needed resources paid into the aviation trust fund reach GA airports across the country – especially important this year, as more than \$400 million of

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funds targeting GA airports were at risk for airports across the country under the president's budget proposal.

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and commitment to general aviation in Alaska. From improvements for VFR pilots – including the unprecedented establishment of a VFR route across the Bering Straits to Russia – to the cutting edge of instrument flight using ADS-B [automatic dependent surveillance-broadcast], Maguire has used his broad aviation background to improve safety.

Brian Dary, a commercial pilot who captured an idyllic scene of a de Havilland DH-2 Beaver on floats, is the winner of the Grand Prize in the first-ever AOPA Pilot general aviation amateur photography contest. Dary's photo was of the DH-2 Beaver at the Juneau float pond next to Juneau International Airport. He received a cash prize of \$1,750.

Other memories of AOPA Expo 2006 for me include: meeting Minneapolis and Palm Springs pilot, industrialist, philanthropist and the owner of the "Palm Springs Air Museum," Bob Pond and his wife, Jo, and thanking him for making his aircraft collection accessible to the rest of us through the museum and in motion pictures... and seeing many friends.

Renowned illusionist and mentalist Jason Randal wowed AOPA members during AOPA Expo's closing banquet Saturday, November 11. But his tricks were no match for the exciting news AOPA President Phil Boyer announced: AOPA Expo reached an all-time record high of 12,973 attendees! Expo also sold out of exhibit space, which raises concern that the

event may have out-grown Palm Springs.

AOPA Expo 2007 is slated for October 4-6 in Hartford, Connecticut, an easy half-day flight for almost all Midwest pilots. Visit www.aopa.org/expo for details and enjoy a colorful fall flight to New England!

GOVERNMENT AFFAIRS

FAA Can't Run A Business, Inspector General Audit Indicates

WASHINGTON, D.C. – Immediately following AOPA Expo, AOPA released information about a recent audit of FAA's books by the U.S. Department of Transportation inspector general (IG), indicating that if the FAA is supposed to be run like a business, it still has a long ways to go, says AOPA.

The FAA can't properly account for almost \$5 billion in assets and property, most of it attributed to the new Air Traffic Organization, which runs the air traffic control system. Nor does the FAA yet have a fully functional cost accounting system, something the agency has been struggling to create since 1997.

"This audit report underscores that the user fee debate is about more than policy," said AOPA President Phil Boyer.

"How in the world can they price their 'product' — air traffic control services — if they can't track their assets or their costs?"

In fact, the agency's financial controls are so weak that it will cause the entire Department of Transportation to be in violation of the federal version of the Sarbanes-Oxley Act if not fixed before September, an international law firm that reviewed the audit has told AOPA.

Meanwhile, another report from the inspector general says that the FAA and the airlines have yet to prove that the current funding system needs to be changed in favor of a user fee system. In a report on "Top Management Challenges — Department of Transportation," the inspector general notes that there is "intense controversy regarding what type of fees should be charged, who should pay what, and how — if at all — the current oversight of FAA spending should be altered."

In order to justify a switch to a user fee system, "the FAA would need to demonstrate clearly and convincingly why the current excise tax financing mechanism is not adequate and how its proposed solution would fix this problem." It hasn't.

The IG also listed the challenge of determining how much the Next Generation Air Transportation System (air traffic control modernization) will cost, which will determine what kind of funding the FAA needs. So far, the FAA has just an "estimate" for a system that has yet to be designed and spec'd. For that matter, the FAA doesn't even yet know what it will cost to replace retiring air traffic controllers, according to the IG.

"If you don't know your costs, how can you possibly say that you don't have enough revenue?" asked Boyer. "Everybody would like more money and the freedom to spend it without anybody looking over their shoulder," said Boyer. "The FAA sure can't make a business case for that, as the audits clearly demonstrate."

The FAA audit was actually conducted by one of the leading international accounting firms, KPMG, for the inspector general. The firm returned a "qualified" audit, which, as anyone who runs a business knows, is bad news.

No User Fees: Congressional Leaders Advise President Bush

WASHINGTON, D.C. – The bipartisan leadership of the Senate and House Appropriations committees has asked President Bush not to send them any user fee proposals when he submits his next budget to Congress. The joint letter says that such a pro-

posal is outside of their jurisdiction and would have "little or no chance of being enacted into law," and would be a "major impediment to Congress completing its appropriations (spending approvals) work on time." "While there is currently little overt support for general aviation user fees in Congress, we can't relax," said Andy Cebula, AOPA executive vice president of government affairs. "We understand that the airlines have a lobbying war chest of millions of dollars, and they view this as the BIG fight when the new Congress takes over. There will be a lot of arm-twisting and a lot of favors called in before Congress writes the new FAA reauthorization bill next year." That bill will determine if the current tax system is continued, changed, or scrapped for a user fee system to fund the FAA.

Bolen Blasts ATA For Unfounded Comments On VLJs

WASHINGTON, D.C. – The National Business Aviation Association (NBAA) strongly disputes allegations made by representatives from the lobbying group for the commercial airlines that the emergence of very light jets (VLJs) would impose a burden on the nation's aviation infrastructure.

On September 28, Bloomberg news quoted an Air Transport Association (ATA) official's contention that VLJs would be a "significant burden" in the aviation system, interfering with the operations of the commercial airlines.

"The unfounded comments by the ATA fly in the face not only of public statements by Federal Aviation
Administration Administrator Marion
Blakey, but also congressional testimony by top FAA officials," said NBAA
President and CEO Ed Bolen. "The fear-mongering by the airlines may be part of their broader strategy to pay less for air traffic services even as they try to seize control of the system."

In July, Blakey told NBC Nightly News: "I think the people who are anticipating congestion problems [from VLJs] way up at high altitude are probably anticipating a problem that we don't necessarily expect to have."

INDUSTRY NEWS



Fargo Jet Center & Way-Point Avionics Merge Into One Repair Station

FARGO, N.D. – Fargo Jet Center, Inc., and sister company Way-Point Avionics, Inc., have merged repair station certificates in an effort to streamline company operations. Way-Point Avionics is now part of Fargo Jet Center's FAA certified repair station. Way-Point Avionics will continue as the trade name representing the department of Fargo Jet Center, Inc.

"Merging the two companies and repair stations was the final step in a consolidation process," said Jim Sweeney, President. "The streamlining of both companies will enhance and improve our efficiency in providing maintenance and avionics services to our clients."

Fargo Jet Center, Inc., the region's largest aviation service organization, is consistently ranked among the top FBOs in North America. Fargo Jet Center is a ChevronTexaco fuel dealer, aircraft maintenance repair station, air charter operation, Cessna Pilot Center, and new Cessna aircraft dealer.

Way-Point Avionics has been serving the upper Midwest as an avionics sales, service and installation facility since 1976. Way-Point is a dealer and service provider for Rockwell Collins, Garmin, Honeywell, Avidyne, Shadin, L3 Communications, Sandel, Meggitt, Narco, Mid Continent Instruments, S-TEC, Century Flight Systems, Sigma-Tek, JPI instruments, and David Clark. □

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GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

System Funding To Be Major Debate In 2007

have attended four state aviation conferences in the last month. There were two issues that predominated discussions at all four confer-



Bill Blake

ences. Both issues had to do with "funding." Airport managers, state officials, FAA personnel, and aviation system users are concerned about enough funds being available to maintain the aviation infrastructure, and the possible alternate sources of funds to meet those needs.

As most of you that live in Minnesota know, the Minnesota legislature borrowed \$15 million from the state aviation fund a few years ago to cover a shortfall in the state's general revenue fund and has not repaid it yet. Since that time, the state aviation fund has become dangerously low, and without replenishment, will require cutting some state aviation programs. Last year, AOPA and other aviation supporters worked to have these funds restored. Unfortunately, the legislature adjourned without having acted to accomplish that goal. AOPA has consistently supported these dedicated aviation funds in other states, and will work in the coming session to see that these funds in Minnesota are fully restored, without imposing new taxes on pilots. In my view, the restoration of these funds would go a long way

towards curing this problem.

Another big funding issue that is being discussed across the nation is to implement "user fees" to pay for the federal aviation infrastructure. This alternative is being promoted by the airlines. AOPA Executive Vice President Andy Cebula made a presentation to the Minnesota Aviation Trades Association (MATA) on September 22 in the Twin Cities pointing out that the airline proposal would take funding control away from Congress and place it in the hands of the airlines, allowing them to develop a system that only serves airline needs, not all aviation. Reputable sources indicate that the federal aviation trust fund, under its current funding scheme, will be able to continue to fund the federal aviation infrastructure with its historic yearly budget increases and, at the same time, continue to grow. Mr. Cebula went on to state that the FAA has not submitted any plan to show why more money (or how much more money) will be needed than has been necessary in the past, or what efforts have been made to control costs. AOPA believes that the current system of funding the federal system is appropriate and efficient... general aviation contributing through the federal fuel tax, airline passengers contributing through the ticket tax, and all taxpayers contributing by way of a 25% contribution from federal general revenue, since all taxpayers, whether they fly or not, benefit from the system. I urge all of you to become familiar with this issue. It appears that it will be the major debate in 2007.

I attended the Michigan
Association of Airport Executives
annual conference, also in September.
Airport managers and state aviation
officials were concerned about the
airline proposed alternative for funding the federal system through user
fees. They were also concerned about
the dwindling state aviation fund. The
state will be looking at alternatives
after the first of the year. Revenue
derived from the state tax on avgas

has been declining. There have been discussions about raising the avgas state fuel tax. I think a better solution would be to dedicate part of the state sales tax on aviation products to support the state aviation fund.

Some good things happened at the state level in Michigan recently. Those of you from Michigan may remember that the state Bureau of Aeronautics was merged with the Bureau of Public Transportation in 2002 into the Bureau of Multi-modal Services. AOPA was opposed to the merger, believing it would dilute state aviation effectiveness, and has continued to work, along with other aviation interests in Michigan, to try to reverse that decision. In late August, the Michigan Department of Transportation did separate the aviation and public transportation functions, forming the Bureau of Aeronautics and Freight Services. In September, the Michigan Aeronautics Commission elected Jim Collins from Marquette and Joyce Woods from Linden, Chairman and Vice Chairman of the Commission. Both are enthusiastic AOPA members.

I attended the annual fall conferences of the Illinois Public Airports
Association and the Aviation
Association of Indiana recently.
Attendees at these conferences had similar concerns regarding national funding as those attending the
Minnesota and Michigan conferences.

In Illinois, the series B bond fund, which is used to match federal grants for airport improvements, is almost completely committed. What has been a very effective state/local grant program for general aviation airports has not been funded for the last two years. The state legislature will need to provide a funding source of approximately \$15 million in the next session to meet estimated matching funds necessary to receive federal airport improvement grants.

To learn more about these and other aviation issues see: www.aopa.org.



GA needs you to sign up just one new student pilot Join AOPA's new Project Pilot today.

Just imagine if every AOPA member were to sign up and successfully mentor just one new student pilot. In a year we'd have more than a million pilots. That would be a huge boost for the future of GA.

Right now the US pilot population is in a serious decline; there are 25% fewer pilots today than just 25 years ago. What's more alarming is that student starts are falling twice as fast. Your help is needed to build tomorrow's GA – today.

AOPA's new Project Pilot. It's good news for GA.

We're relaunching our highly successful Project Pilot mentoring program for one simple reason: it works. We've learned that a student with an AOPA Project Pilot Mentor is three times more likely to get their ticket. So we're providing you, our member, with exciting new resources so that you can find a future pilot and help him get his pilot certificate.

Our research also indicates that there are two million people who want to become a pilot. You need to find just one. Talk to them about flying. Get them to the airport. You don't have to be a CFI—introduce them to one. Schedule their first lessons and be there for them during their flight training.

AOPA Project Pilot makes it easy. When you sign up at

www.AOPAProjectPilot.org we'll send you and your student exciting new kits filled with helpful resources. You'll both have everything you need to make flight training fun, easy — and highly successful.

Could we have a million pilots in the US next year? Sure, but only if you do your

part. Join AOPA Project Pilot today.

Helping a new pilot get their wings just got more rewarding. For every new student you nominate, we'll give you two additional entries in this year's Win a Six in '06 Sweepstakes*.



Sign up at www.AOPAProjectPilot.org

NO PURCHASE NECESSARY. A PURCHASE WILL NOT INCREASE YOUR CHANCES OF WINNING. Void where prohibited.

See www.AOPA.org for eligibility, methods of entry, Official Rules and other information.

AVIATION LAW

State Sales & Use Taxes On Aircraft

by Greg Reigel

was recently asked a question regarding the payment of sales tax on an aircraft. The scenario presented was this: A Minnesota resident receives an aircraft as a gift from an out of state relative and then the Minnesota resident bases and registers the aircraft in Wisconsin. Does the Minnesota resident pay tax on the aircraft and if so, what type of tax does the individual pay and to whom is it paid?



Greg Reigel

Before answering the question, we should first review the very basics of sales and use tax.

A "sales" tax is a tax assessed against your purchase of personal property that is subject to sales tax. A "use" tax is a tax you pay on personal property that you purchase and use and for which sales tax was not collected at the time you purchased or acquired the personal property (e.g. a private sale or purchase made out-of-state). Both the sales and use taxes are usually assessed at the same rate (e.g. 6.5% in Minnesota and 5% in Wisconsin).

With respect to aircraft, ordinarily if you purchase an aircraft and take delivery within a state that charges sales tax and you keep the aircraft within that state, you would pay sales tax on the purchase of the aircraft to that state. Unless you are purchasing from an aircraft dealer or someone else who is required to collect sales tax on the purchase, you typically pay the sales tax to the state at the time you register the aircraft. But what happens if you pur-

chase the aircraft and take delivery in a state that charges sales tax, but you then relocate it to another state right after the sale? Well, many states have a "fly-away exemption" that allows an aircraft purchaser to take delivery of the aircraft within the state and not pay that state's sales tax, provided the aircraft is immediately removed to another state. However, even though the purchaser is able to avoid paying the sales tax in the state of delivery, when the purchaser then registers the aircraft in the purchaser's home state, the purchaser pays use tax to the purchaser's home state.

The difference between the amount the purchaser would have to pay in sales tax in the state of delivery versus the amount the purchaser will have to pay in use tax to register the aircraft in the purchaser's home state, could be significant. Additionally, other exemptions from sales and use tax beyond the scope of this article may be available to the purchaser (e.g. purchase for resale or rental, etc.). To the extent possible, an aircraft purchaser must carefully plan the aircraft purchase in order to minimize the sales or use tax that will be owed on the purchase.

Now to our scenario: Based only upon the basic facts presented, it appears that the Minnesota resident would not pay sales or use tax in either Minnesota or Wisconsin because the aircraft was a gift from a relative. However, keep in mind that if any of these facts changes at all, the tax analysis may also change. Each transaction is unique and application of the sales and use tax laws can be very complicated. You should contact an attorney familiar with both aircraft and the tax laws applicable to aircraft to properly identify and minimize any taxes that may be due in your particular situation.

EDITOR'S NOTE: Greg Reigel is an attorney with Reigel & Associates, Ltd., a law firm located in Hopkins, Minnesota, which represents clients in aviation and business law matters (www.aerolegalservices.com, 952-238-1060, greigel@aerolegalservices.com).

Do The Math, Before You Buy!

by Samuel L. Miller

Before you become emotionally involved in an aircraft purchase, take the time to do the math. Everyone should know the projected cost before making a large financial investment. The place to start is answering the question: How will a specific aircraft purchase impact your after-tax cash flow?

If you currently own an aircraft, start by preparing a projected after-tax cash flow for your current aircraft for the next five years. This cash flow should include all projected expenses associated with the ownership and operation of the aircraft. Since aircraft depreciation provides a tax benefit to your cash flow, it is important to include the correct aircraft depreciation in your cash flow projection.

Next, prepare a projected after-tax cash flow for each
18 MIDWEST FLYER MAGAZINE DECEMBER 2006/JANUARY 2007

aircraft you are thinking about purchasing. If you are trading your current aircraft, make sure the current aircraft tax basis is carried forward and the purchased aircraft depreciation is calculated correctly.

When comparing different types of aircraft, compare the aircraft operating cost by having all aircraft fly the same number of "miles" per year. This means that each aircraft flies a different number of "hours" per year if the aircraft speeds are different. So you end up with an apples-to-apples comparison, make sure you use the average fuel flow and block speed on each aircraft for your average stage length.

Another factor that dramatically impacts ownership cost is aircraft "resale value." Different aircraft have different resale value percentages. Do your homework on the estimated resale value of each aircraft in your comparison. Many aircraft on the market today are over 20 years old. The purchase price on these aircraft might appear to be a

great deal, but these lower aircraft prices should be a warning to investigate further. The aircraft technology and operation cost of these great price deals will probably have a dramatic impact on operating cost and lowering the resale value when you are ready for your next aircraft.

By doing the math first, you have a lot more confidence in your decision. You also save time by eliminating aircraft that don't meet your budget requirements. You can concentrate all of your other comparisons on aircraft meeting your financial requirements.

The "AircraftCostAnalysis" program can be used to prepare after-tax cash flows on any type aircraft. To obtain more information, go to www.AircraftCostAnalysis.com, click "Request Information."

Answer your aircraft cost questions:

What is the projected cost of continuing to operate your current aircraft?

What is the before and after tax cash flow on the operation of your current aircraft?

How does the cost of keeping your current aircraft compare to trading for another aircraft?

How does the cost of Aircraft "A" compare to the cost of Aircraft "B" if both aircraft fly the same number of miles per year?

Does the time savings justify the difference?

How much will your ownership cost be reduced by chartering/renting your aircraft?

How many hours must your aircraft be chartered/rented to break even?

How does the cost of total aircraft ownership compare to the purchase of a fractional share?

What annual hourly utilization is required on an aircraft to justify total ownership versus the purchase of a fractional share?

How does joint ownership cost compare to fractional ownership cost?

How does ownership of a managed aircraft with charter income compare to fractional ownership cost?

How much will joint ownership of your aircraft reduce total ownership cost?

How does investment return vary with different charter/rental rates and annual hourly utilizations for chartered/rented aircraft?

AircraftCostAnalysis may be able to provide these answers for you.

EDITOR'S NOTE: Samuel L Miller owns SLM, Inc. of Conway, Arkansas, which does custom aircraft cost analysis, and sells software for those who wish to do their own. See www.AircraftCostAnalysis.com.

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WICHITA, KAN.

- Cessna Aircraft
Company delivered its first
Citation Mustang
business jet on
November 22, following award by
the Federal



Cessna Citation Mustang

Aviation Administration (FAA) of the production certificate (PC) for the aircraft's Independence, Kan., assembly line.

The first Citation Mustang was delivered to Mustang Management Group (MMG), based in Fresno, Calif., which will allow Cessna to lease the aircraft for 10 months as a demonstrator. MMG then plans to use the Mustang in its Scott Aviation subsidiary for flight training.

It will cost an estimated \$2.06 per nautical mile to operate the Mustang, bringing the speed, range and comfort of owning a jet less than the cost of today's turboprop aircraft. The sixplace Citation Mustang has a top speed of 340 ktas (nearly 400 mph), a range of 1,150 nm (1,323 sm with reserves), and a service ceiling of 41,000 feet. Full FAA type certification was awarded Sept. 8, making the Mustang the first of a new category of entry level jets to also be certified.

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Cessna Announces 2007 Upgrades For Single Pistons

PALM SPRINGS, CALIF. – Cessna Aircraft Company announced the 2007 upgrades for the Cessna 172 Skyhawk, 182 Skylane and 206 Stationair at this year's Aircraft Owners and Pilots Association (AOPA) Expo in Palm Springs, Calif. in November. Highlights include a significant enhancement to the Garmin G1000 integrated avionics suite with the introduction of the Garmin GFC 700 Automatic Flight Control (AFCS) and Flight Director (FD) system as standard equipment

on all Skylane and Stationair models. In addition, for the Skyhawk, Skylane and Stationair, Wide Area Augmentation System (WAAS), Garmin SafeTaxiTM and Garmin FliteCharts will be standard, and Garmin ChartView powered by Jeppesen will be optional (www.cessna.com).



Adam A500

Adam Aircraft Receives FAA Production Certificate

ENGLEWOOD, COLO. – The Federal Aviation Administration (FAA) issued a Production Certificate to Adam Aircraft on September 19, giving the company approval to manufacture and deliver its A500 aircraft under an FAA-approved type design. This allows Adam Aircraft to acceler-

ate production of the A500 by being able to inspect and apply standard airworthiness certificates under a system approved by the FAA. The A500 twin-engine piston aircraft has been Type Certified by the FAA, and the A700 AdamJet is currently undergoing flight test and development.

Raytheon Celebrates 60th Anniversary of Beechcraft Bonanza



2007 Beechcraft Bonanza G36



Garmin G1000 Instrument Panel

WICHITA, KAN. – Celebrating the 60th Anniversary of the Beechcraft Bonanza, Raytheon Aircraft Company announced November 9 a special anniversary package available for 2007 model-year airplanes. It is a combination of Beechcraft heritage and its future, transforming traditional concepts into a modern winner. The Beechcraft Bonanza is the only aircraft in history to remain in continu-

ous production for this length of time. Utilizing the latest technology in avionics, systems and safety equipment, paired with exquisite interior appointments, the airplane offers the ultimate in refinement.

The optional 60th Anniversary edition of the 2007 Beechcraft Bonanza G36 will come with a variety of handsomely appointed accourtements designed to exemplify the extraordi-



Leather Interior

nary history of the airplane. The entire aircraft sidewall has been redesigned for more space and comfort. The armrest is transformed from traditional into a modern, stylish and harmonious contour. Molded into the side of the aircraft, the new armrests provide up to three inches of more elbow room.

The leather seats are tailored with a unique combination of beautiful exotic embossed stingray and wheat leather. Removable headrest covers are embossed with the quintessential Bonanza shield.

Sumptuous, leather wrapped control wheels, provide an extra dimension of luxury. A 60th Anniversary gemstone adorns the power quadrant emblem.

For a complete description of the 60th Anniversary Bonanza edition, call Todd Jackson at Elliott Aviation at 952-944-1200.

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Cessna Demonstrates Continued Strength of Business With The Debut Of Two New Business Jets At NBAA





Cessna Citation CJ4

Cessna Citation XLS+

ORLANDO, FLA. - Cessna Aircraft Company demonstrated the strength of its business at the National **Business Aviation Association** (NBAA) convention and annual meeting by debuting two new business jet models on October 16.

According to Cessna Chairman, President and Chief Executive Officer Jack J. Pelton, "This has been a great year for general aviation. As all businesses work to do more with their time and resources, shareholders and CFOs are rightly regarding business jets as valuable tools that enhance productivity and efficiency. It's clear general aviation is a catalyst that helps strengthen the competitive position of business in our global economy."

Attendance at NBAA was at an all-time high.

Cessna's backlog is now some \$6.8 billion. "We expect to deliver 300 jets in 2006 and our goal is 370 in 2007, which will include 40 Citation Mustangs," Pelton said. "Even at this higher production level, at the end of the second quarter, we were about 90 percent sold out for next year with only 35 available slots."

At this year's NBAA, Cessna introduced the Citation CJ4 and the Citation XLS+. In addition, Cessna showed a concept for a larger cabin Citation business jet.

"The Citation CJ4 is designed to fill a niche in the company's product line for a larger, longer-range version of the popular CJ line, and the XLS+ will take the world's most popular business jet and integrate the latest technologies and amenities our customers have asked for. In addition, our larger cabin concept is in its infancy, and we are actively seeking customer feedback on how to shape this concept."

The Citation Mustang was also a star at this year's show, Pelton said.

The Mustang is the first of a new class of entry-level business jets to win full Federal Aviation Administration type certification. The Citation Encore+ was also debuted at

Cessna's static display, less than a year after it was announced at last vear's NBAA. In its nearly 80-year history,

Cessna has manufactured more than 187,000 aircraft, including 4,500 Citations, constituting the largest fleet of airplanes in the world.



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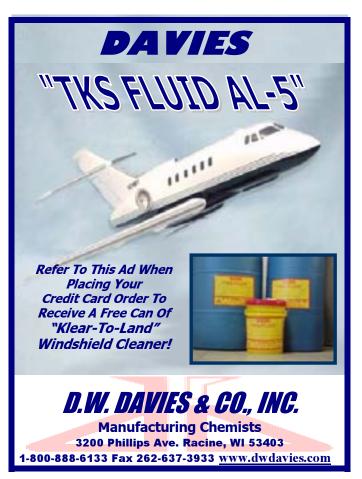




Piper Unveils Plans For The "PiperJet!"



(L/R) John Lowe of Des Moines Flying Service, Jim Bass of Piper Aircraft, and Jack Peter of Des Moines Flying Service with the mock-up of the PiperJet at AOPA Expo.



PIPER AIRCRAFT, INC. announced at the National Business Aviation Association (NBAA) convention, October 17, in Orlando, Florida, that it will expand into the jet market with the all-new "PiperJet." Piper also showcased a mock-up of the PiperJet at AOPA Expo in Palm Springs, California in November.

The PiperJet's clean sheet design incorporates singleengine turbofan power for optimum cost efficiency, state-ofthe-art safety measures, and a strong, smooth all-metal body.

The PiperJet will have a maximum cruising speed of 360 knots* and a maximum operating altitude of 35,000 feet. The six-passenger aircraft – with an option for either a seventh seat or enclosable lavatory – offers a mission-capable profile and sensuous luxury that sets the standard in its class, with a range of 1,300 nautical miles* and a full-fuel payload of 800 lbs.*

"In designing this revolutionary aircraft, we have assembled the finest team of engineers and designers and conducted an extensive consumer research effort to ensure that the PiperJet will be second to none," said Piper President & CEO James K. Bass. "In effect, every measure has been taken to make sure that the PiperJet answers what our customers have told us they want and need in a jet, because at the end of the day, it's not about being first to market, it's about getting it right in the first place!"

Built using state-of-the-art design and manufacturing processes, the PiperJet will feature the latest in integrated glass avionics, a luxurious interior, and advanced manufacturing techniques pioneered by Piper.

The PiperJet will be certified in the Normal Category under FAA Part 23 and applicable foreign certification standards. It is designed to be flown by a single pilot and will be RVSM certified.

With deliveries anticipated to begin in the first half of 2010, the PiperJet will be priced from \$2.199 million (in 2006 U.S. dollars with a CPI-W escalator).

In business for 70 years, Piper Aircraft, Inc. is head-quartered in Vero Beach, Fla., and has manufactured more than 144,000 aircraft, representing more than 160 models. Approximately 90,000 of those aircraft are still flying worldwide and being serviced by 65 service centers and 40 dealers.

For additional information, contact John Lowe at Des Moines Flying Service at 515-256-5300, or Chicago Piper at 630-466-9258.

*See official performance guarantees as referenced in the PiperJet Aircraft Purchase Agreement.

Cessna's Light Sport Aircraft Makes First Flight



WICHITA, KAN. – Cessna Aircraft Company announced the first flight of its Light Sport Aircraft (LSA) on November 21. The airplane departed McConnell Air Force Base in Wichita, Kan., at 8:33 a.m., performed a variety of flight maneuvers at speeds in excess of 110 knots (127 mph), and landed at 9:05 a.m. at Wichita's Mid-Continent Airport a few miles away. It's been only nine months to the day since Cessna Chairman Jack Pelton gave the team the go-ahead to build an LSA proof-of-concept aircraft.

The newly-emerging LSA category is the highest growth sector of general aviation. Light Sport Aircraft are defined as having a maximum gross weight of 1,320 pounds, maximum level-flight speed of 120 knots, and no more than two seats. Cessna's LSA proof-of-concept features a high wing spanning 30 feet, side-by-side seating for two in a cabin with a maximum width of 48 inches (a half-foot more than the ubiquitous Cessna 152), tricycle gear, and a 100-hp Rotax 912 engine.

Cirrus Announces Turbo STC & 3,000th Aircraft At AOPA Expo

PALM SPRINGS, CALIF. – Cirrus Design Corporation announced November 9 during AOPA EXPO, that the SR22 has received a supplemental type certificate (STC) to equip the aircraft with a Tornado Alley Turbo system.



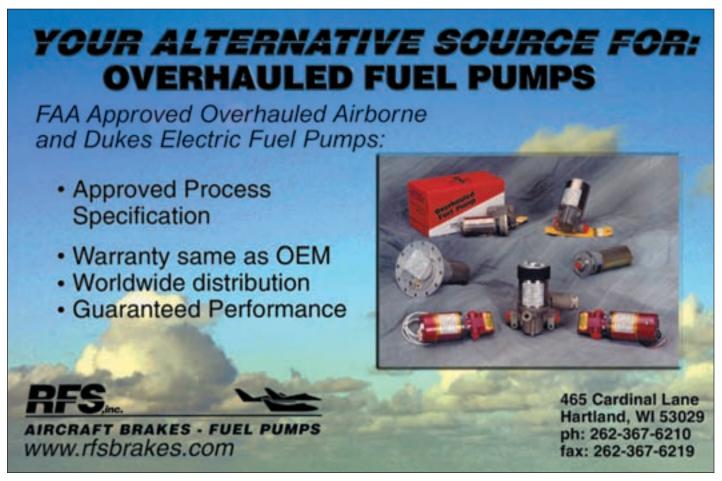
Patty Wagstaff and the SR22 Turbo.

Photo taken at EAA AirVenture by Dave Weiman

The STC enables the immediate delivery of the aircraft.

Cirrus also announced that it has produced its 3,000th airplane since the first delivery in 1999, making it the first aircraft manufacturer to build 3,000 airplanes within the first seven years of its original delivery.

Air show performer, Patty Wagstaff, who has re-signed with Cirrus Design to promote the aircraft, was on hand for the announcements at AOPA Expo, to visit with customers, and to provide demonstration flights. Wagstaff, who is known the world over in aerobatic competition and air show circles, and as a strong advocate for general aviation, said, "I realized that this company is committed to designing airplanes for a new generation of pilots." Wagstaff commutes to air shows and personal appearances flying an SR22.

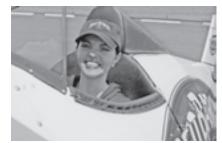


People & Awards

Air Show Foundation Selects 2006 Scholarship Recipients

The International Council of Air Shows (ICAS) Foundation has awarded eight scholarships to deserving men and women to help them further their skills in aviation. The scholarships are named in memory of air show performers Charlie Hillard, Daniel Heligoin and Montaine Mallet of the French Connection, Jan Jones, Leo Loudenslager, and Sonny Lovelace and Randy Drake of the Red Baron Pizza Squadron.

Brandi Lueken, a private pilot from Saint Charles, Missouri, received one of two "Red Baron Memorial Scholarships" in the amount of \$1,000, Lueken originally thought her dream of



Brandi Lueken

flight would remain a dream instead of a reality. By the age of 18 she had experienced not only the exhilaration of learning to fly, but the extreme disappointment of having it taken from her life. By the age of 24, she had open-heart surgery, her first pacemaker, and every glimpse of becom-

ing a pilot wiped away.

For medical reasons Lueken thought she would never realize her dream, but she persisted and eventually received her medical certificate, allowing her to resume her passion for aviation. But her accomplishments go well beyond aviation.

In 2001, she founded the American Pediatric Heart Fund, which provides life saving cardiac treatment and services to uninsured children. She is the founder of the American Foundation for Healthcare Reform, whose mission is to achieve high-quality, comprehensive healthcare for all Americans through innovative public policy and reform. She competed in endurance cycling, completing a 1,400-mile bike ride from Saint Louis, Missouri to Orlando, Florida to raise money for research. She also competed as Team MET-Rx in the 1999 Race Across America from Irvine, California to Savannah, Georgia.

As the recipient of this scholarship, Brandi will use her talent, passion and opportunity to ensure that her aerobatic ability and aerobatic competitions are used to promote the 'special issuance' medical and to voice its importance to aviation in hopes of inspiring those who never thought that becoming a pilot was within their reach.

Sonny Lovelace and Randy Drake of the Red Baron Pizza Squadron perished in 1998 while performing in a charity air show to benefit the International Council of Air Shows Foundation. http://www.icasfoundation.org

Aviation Hall of Fame In Wisconsin Inducts Six Aviation Greats!

OSHKOSH, WIS. – The Wisconsin Aviation Hall of Fame investiture ceremonies were held October 14 at the EAA Museum in Oshkosh, Wis., to recognize Robert Skuldt, Capt. Lance Sijan, Robert Clarke, Robert and Ralph Huggins, and Elwyn West.

The Huggins brothers – Robert (1906-70) and Ralph (1909-46) of Honey Creek, Wis. – experimented with gliders in 1919, and built their own wing for their JN4 in 1927. Bob barnstormed with the best of them, while Ralph concentrated on aircraft maintenance. Bob went on to manage airports at Waupaca, Whitewater, Fort Atkinson, Brown Deer, and Capitol Drive Airport in Waukesha.

Elwyn West (1901-92) of Lind Center, Wis., was the



(L/R) Robert Skuldt, family of Capt. Lance Sijan, Robert Clarke, family of Robert and Ralph Huggins, and family of Elwyn West.

manager at Appleton's first airport, Whiting Field, from 1927-35 with his wife, Esther. Elwyn went on to operate a floatplane service in the boundary waters of northern Minnesota before returning to Lind Center.

Robert Clarke (1930-) of Kenosha, Wis., became chief flight instructor at Gateway Technical College in Kenosha, Wis. beginning in 1969, and was an FAA designated flight examiner for 25 years.

Robert Skuldt (1918-) of Madison, Wis., was inspired by Charles Lindbergh to pursue a career in aviation, when he witness Lindbergh's visit to Madison, Wis. following



his transatlantic flight in May 1927. He went on to become a founding officer of the Wisconsin Air National Guard, and the first manager of what is today Dane County Regional Airport.

Capt. Lance Sijan (1942-68) of Milwaukee, Wis., led a short, but courageous career as a graduate of the Air Force Academy and as an F-4C Phantom pilot in Viet Nam. He survived being shot down, but later died of wounds and neglect in the infamous Hanoi Hilton prison in 1968. (aviationhalloffamewisconsin.com)

Blackhawk Tech Announces Wilharms Aviation Scholarship Recipient



(L/R) Luke Van Lanen received both the Wilharms Scholarship in Janesville, Wis., and the Thiessen Field Scholarship as seen here at the Wisconsin Aviation Hall of Fame banquet, October 14, in Oshkosh, Wis., with WAHF President Rose Dorcey and sponsor Jerry Thiessen.

JANESVILLE, WIS. – Luke B. Van Lanen of Madison, Wis., a student in Blackhawk Technical College's (BTC) Airframe and Powerplant Mechanics (A & P) /Aviation Maintenance program, received the 2006 Jim Wilharms Memorial Aviation Scholarship of \$500.

Van Lanen attended St. Cloud State University, St. Cloud, Minn., where he earned his Bachelor of Science degree in Aviation Professional Flight. He has his flight instructor pilot certificate. In addition to attending A & P classes at BTC, he is also taking classes at BTC to obtain his Individualized Technical Studies associate degree. He has also worked at Wisconsin Aviation in Madison.

The scholarship is presented annually in memory of Jim Wilharms, a 1970s

BTC A & P program graduate who was killed in an auto accident about 10 years ago while on his way to perform preventive maintenance on an airplane. Wilharms' life revolved around aviation and the memorial scholarship, set up through his family, honors a BTC A & P student who has a love of and commitment to aviation, a desire to excel in that field, and has classroom excellence and leadership skills.

The award was presented in October at BTC's Aviation Center at Southern Wisconsin Regional Airport in Janesville, Wis.

Van Lanen also received the Thiessen Field Scholarship in October.

UND Flying Team Soars To Victory

GRAND FORKS, N.D. - The University of North Dakota (UND) Flying Team blasted past its competitors for the championship title in the Region V National Intercollegiate Flying Association's (NIFA's) Safety and Flight Evaluation Conference (SAFECON) held October 12-14. UND's winning score of 278 points was followed by St. Cloud State University's 106 points. The University of Dubuque took third with 89 points, followed by a fourthplace finish of 52 by Minnesota State University-Mankato. The National SAFECON competition will be held in Columbus, Ohio, May 7-12, 2007, and hosted by Ohio State University. UND has won 14 of the last 22 national competitions.



(L/R) Standing: Darlene Basto, Angela Tomasi, Jennifer Nykkonen, Jeffrey Dohrenwend, Kathy Swanson, and Cindy Brew. (L/R) Seated: Pam Trask, Rose Dorcey, Marcelaine Lewis, Lynn Sykes, and Eloise Greenlee.

New Northwoods 99s Charter

HOUGHTON, MICH. – The International Organization of Women Pilots, The Ninety-Nines, has a new Northwoods Charter as of September, 2006. The Northwoods Ninety-Nines is open to any female pilot or female student pilot residing in north central Wisconsin or Michigan's Upper Peninsula.

Cynthia Madsen of Illinois, governor of the North Central Section of the Ninety-Nines, flew her airplane to Houghton, Michigan to present a charter plaque to Marcelaine Lewis, chairman of the Northwoods Ninety-Nines Chapter at the UP Wilderness Tour Banquet.

The 16 charter members of the new Ninety-Nines chapter are: Cynthia Brew of Rapid River; Darlene Basto of Calumet; Jeffrey Dohrenwend of Pelkie; Rose Dorcey of Wisconsin Rapids and Middleton, Wisconsin; Eloise Greenlee of Houghton;

CONTINUED ON PAGE 48



DECEMBER 2006/JANUARY 2007 MIDWEST FLYER MAGAZINE



(L/R) EAA Founder Paul Poberezny with Ray Scholler of Times Printing.

NADAT TO STATE OF THE PARTY OF

PAR Aviation's Beech E18.

The Best of Times!

by Dave Weiman

amp Scholler is a familiar name to most of us. It's where we park our RVs and raise our tents during EAA AirVenture in Oshkosh, Wis., in August each year. It is also a popular place to gather with our friends over open campfires in the evening, and it's where many memories are created. But who "Scholler" is may not be as well known. You might say he is the man behind the curtain.

Ray Scholler of Random Lake, Wis., has attended every EAA fly-in since 1954 (the first fly-in was held at Curtiss-Wright Field in Milwaukee in 1953, now Milwaukee-



N918T

"Debbie," the 1961 Beechcraft Debonair.

Timmerman Airport). He has given his time to EAA as a volunteer during AirVenture, doing everything from laying sod with a group of convicts from the local prison, on the campgrounds that now bears his name, to serving on the EAA Board of Directors. And as president of Times Printing, Scholler helped make possible the printing of EAA's publications, which have been important to EAA's growth over the years.

Scholler was first introduced to EAA Founder Paul Poberezny in 1953 by Harry Chaplin of Chaplin Aviation in Sheboygan Falls. Scholler was printing Chaplin's newsletter, "Badger Airway Beacon," at the time, and Poberezny was looking for a printing company to print EAA's newsletter, the Experimenter, which eventually evolved into what is today Sport Aviation magazine. Scholler was not yet a pilot when he was introduced to Poberezny, but that would change.

A friendship between the two men grew over the years, and their families grew very close to one another, as well.

Scholler remembers getting together with Poberezny each month when the newsletter was due, and going out for

CONTINUTED ON PAGE 48



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John Rippinger, one of the five team members to reach the crash site with a wing section from the lost WW II B-17 bomber found by MIA Hunters in Papua, New Guinea.



Bryan Moon, MIA Hunters founder and expedition leader.

Former Northwest VP Searches For Missing WWII Flight Crews, & You Are Invited To Join Him

RED WING, MINN. - As vice president of Aloha Airlines (1966-68) and Northwest Airlines (1968-87), Bryan Moon was used to making powerful decisions, but none as important as his quest to recover the bodies of American pilots and crews missing in action from World War II.

Born in Southampton, UK in 1928, and educated at St.

Mary's College and the Southampton College of Art, Moon has made retirement an adventure. As the artist of Will Steger's North and South Polar crossing, Moon sailed a small sailboat across the Pacific Ocean to live on lonely Pitcairn Island, home to descendants of "The Mutiny of the Bounty." Here, Moon retrieved a section of the sunken HMS Bounty.



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With a taste for recovering lost ships, and an interest in aviation, Moon began to search for lost World War II bombers in Romania where he found the remains of a missing B-24 bomber from the famous low-level air raid on the Ploesti oil refineries. He then made three missions into the mountains of China, and found and retrieved sections of the lost Doolittle B-25 bombers from the first U.S. attack on Japan. These missions led Moon to founding MIA HUNTERS, INC., now a registered Minnesota non-profit charity. Fifteen (15) years later, after 19 MIA search missions and nearly 60 MIA discoveries, this is still the only civilian MIA search organization in the United States.

Moon was a guest at The White House, invited by first President George Bush, when he brought together Doolittle airmen and the Chinese veterans who had come to their rescue in 1942. Moon has appeared on the Oprah Winfrey and CBS Charles Karrault shows, and is a frequent guest on WCCO Radio's Charlie Boone show. His MIA missions have been widely presented on television news programs. Moon has also written, produced and directed four stage shows, all of which were presented to sell-out audiences.

During World War II, 300 U.S. aircraft took off from bases in Papua, New Guinea, to bomb Japanese installations on another island. When they returned to Papua, the weather had closed in and none of the airstrips could easily be located. On this day, to be known as "Black Sunday," 37 aircraft and their crews were lost to these weather conditions and many of them have still not been found.

In April 2006, Moon took eight volunteers to Papua, New Guinea to search for an American bomber and its crew missing for 62 years.

Reported by local natives as being located on a 4,000 ft. mountain-top in an area unvisited by white men, this became a hard and hazardous trek.

"We found the bomber identified as an A-20 Havoc, took GPS readings of the site, photographs of the wreckage, etc., and later reported it to the U.S. Army's Recovery Team in Hawaii," says Moon. "They have since been back to the site to retrieve the bodies of the aircraft for forensic tests before returning the remains to their families." This was MIA HUNTERS third successful discovery of crash sites and MIA crews in Papua.

As a result of Moon's last successful discovery, MIA HUNTERS hired local native trackers to explore parts of the jungle for other missing aircraft, expecting to uncover one, or perhaps two more undiscovered crash sites. After three months, the natives reported back that they had found another 10 crash sites, all previously undiscovered. If true, this could be a historic find, but it will take MIA HUNTERS to go to each site, verify

the authenticity of the lost aircraft, identify the specific aircraft, ensure that the crews' remains are still present (but not disturbed), and map the location for the U.S. Army to come and conduct the retrievals.

The Next Mission

Five additional two-week missions are planned, departing Minneapolis/ St. Paul International Airport (MSP) on May 13, May 20, May 29, and June 5. The date of the fifth mission is yet to be determined.

MIA HUNTERS Director of Operations, Michael Roy, has returned from an initial scouting mission, and to make preliminary arrangements. He met with Moon and interested persons on November 18 in Red Wing, Minn. for a briefing on the upcoming missions.

The trip costs each participant \$10,250.00, and includes all expenses and mission costs. For additional information, contact Brian Moon at bryanmoon@cvtel.net, or call 507-263-7050. See www.miaHunters.com

Brian Moon is a general aviation pilot and flew aerobatics in a GROB G115D out of Red Wing, Minn. for relaxation until recently when he sold the aircraft. He and his wife, Cicely, live in Cannon Falls, Minn. in the summer, and Sarasota, Fla. in the winter. He is available for presentations.

GAITS Celebrates 30th Anniversary

MILWAUKEE, WIS. – Greg Gorak of Milwaukee, Wisconsin, has been on a fast track most of his adult life. Four years after getting his private



Greg Gorak

license in 1963, he became a certified flight instructor and eight years later,

the FAA named him National Flight Instructor of the Year for 1975. In 1998, Gorak became a master flight instructor.

In 1977, Gorak founded Gaits
Aviation Seminars, which provides
flight instructor refresher clinics as
required by the Federal Aviation
Administration. Most of his students
return each year, and some have taken
the course many times. Gorak's engaging style of teaching keeps class participants interested. An aviation magazine

once wrote of his clinic, "When you enter a Gaits seminar, be prepared to be whisked along by a human tornado."

Gorak even had an opportunity to apply his seminar as a model outside of aviation.

"I said that I'd give it a try,"
Gorak said. Exactly 48 hours later, I received a call from Wisconsin
Electric Power Company and two hours later, with faxed purchase order in hand, I began preparing a six-hour course following the same outline and curriculum that I utilize in the flight instructor refresher clinics.

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He put on six seminars for about 150 nuclear maintenance engineers.

One of the areas that was stressed in the seminar was the effect of stress on judgment. The parallels between stress in flying and working with nuclear power were obvious.

"In the area of fundamental learning, we emphasized those areas in which we are all prone to mistakes, as well as the fact that we can make mistakes in some of the simplest operations," Gorak said. "Stress can influence judgment, so we emphasized structuring thought and identifying hazardous thought patterns."

For example, two starter questions that Gorak gave his students were (1) Suggest some ways to effectively handle stress on the job that are meaningful; and (2) Everything we do in life has a risk factor. How can risks be minimized while enhancing continued safe operations?

"It's nice to know that other industries recognize what we have accomplished in the aviation industry with a view to emulating our successes," Gorak said. "But the real frosting on the cake was one individual's evaluation in which he said, 'I believe what you have taught me may save my life someday."

Although most of the seminars are scheduled in the Upper Midwest, Gorak has taken his clinics all over the country. Twice a year for the past six years, he has been conducting clinics for the Airborne Law Enforcement Association, which holds its conventions in different cities around the country. If a seminar site is more than a five-hour drive from his home in Milwaukee, he rents a Cessna 310 and flies

The Associated Aviation Underwriters fly an F-33 Bonanza from Chicago each year and hire Gorak to do instrument proficiency checks and biennial flight reviews. He has examining authority, so he can issue a renewal at the end of the seminar.

Gorak originally planned to go into broadcasting. He received a bachelor's degree in radio and television broadcasting from Marquette University in Milwaukee and a master's in school administration from the University of Wisconsin. Both areas helped prepare him for teaching his seminars. He also sang in comic opera for 18 years, mostly in Gilbert and Sullivan productions. "When I get in front of an audience, I become an actor as well as a presenter," he said.

Gorak designs his seminars for 16 hours divided between Friday and Saturday. "By 5 p.m. on Saturday, we're finished," he said. "We firmly believe Sundays should be with families, and our schedule allows everyone to get back home."

In 1968, Greg Gorak's career took a new direction when he was hired by Gateway Technical College in Kenosha, Wisconsin, to teach in its Career Pilot Program. He did that until 1977, when he was elected an alderman for the city of Milwaukee, with a constituency of 40,000 people.

Although his busy schedule gives him time in the right seat, Gorak has little time for leisure flying. He doesn't currently own an airplane, although he has owned six in the past. He does own a 42-foot sailboat and, besides sailing, his recreation includes riding his motorcycle, playing his organ, and playing racquetball and tennis.

One of the things Gorak is most proud of concerning his seminars is that 80% of his attendees are repeats and 30% of them have been attending for 20 years. "It's a humbling experience to have that kind of following," he says (www.gaitsaviation.com).

American Kirby Chambliss Crowned Red Bull World Series Champion

In the year's most dramatic result, American pilot Kirby Chambliss won the Red Bull Air Race World Series on November 19, despite a third place finish, while Hungarian pilot Peter Besenyei claimed victory in the final leg of the competition as 300,000 spectators looked on from the banks of Perth's Swan River in Australia. With a series win



all but guaranteed, Chambliss played it safe and flew into easy victory behind Besenyei and Britain's Paul Bonhomme (www.redbullairrace.com).

American Kirby Chambliss flys through the pylons over the Perth's Swan River in Australia in his Edge 540.







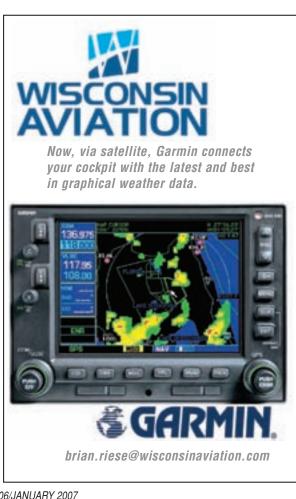
e've talked about owning an airplane for years and have finally come to a point in our lives where it could be a reality. The financing has been ironed out and the search has begun. I am fortunate to have a wide range of pilot friends: those who fly purely for their own enjoyment and those who fly for big money, current pilots and inactive pilots, fresh new pilots, and richly seasoned pilots. There is no shortage of aviation advice in my world. And one opinion that resonates is that the humble Piper Tri-Pacer is one of the best values around.

The Tri-Pacer is comparable to the much-loved Cessna 172 but, interestingly, better, in my opinion. Both are four-seaters, but the Tri-Pacer has a greater payload, burns less fuel and costs significantly less. Neither my husband nor I have ever flown this type of aircraft, but we're convinced we need to buy one.

The Search

Driving past houses, farms and fields, we're cautious about how this trip will end. Almost afraid to talk out loud, we ponder our mission. "We're just looking at another plane," we say. Not rushing into anything, we probably won't like it much anyway. And who knows how well it's been maintained? I mean, the plane was manufactured a long time ago, the same year I was born for crying out loud.





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But, optimism whispers; maybe that's a sign. I certainly have more than a few good hours left in me.

We roll into about as nice a Midwest town as you'll find. Its Main Street has the requisite ice cream shop, two gas stations and grocery store. It's small and tidy, and so is its airport. We arrive near noon and walk into the FBO to find three men comfortably talking. They are casually dressed, wearing embroidered caps and jackets, obviously pilots at a favorite meeting site. Introductions are made, although we're cautioned by our host, Fred, that his friends are liars, so don't pay too much attention to them. They, naturally, assert that anything Fred tells us should be questioned. I like these guys immediately.

There She Is

As we step out onto the ramp, I swear I hear beautiful music in the background. There in the sunlight is "The One!" She is a 1959 Tri-Pacer with a red belly and white wings and she's positively angelic. Still 100 feet away, I've already forgiven her of any sins. My husband, though, ever the cynic, insists on a closer look.

We walk around, we open the cowling, study the prop, the wings, the tail, and on and yawn and yawn. In my heart of hearts, I am sure she's The One; what are we looking for? I climb in and get behind the controls. She has a simple instrument panel with the required VFR instruments;

there's nothing pretentious about her. She cradles me comfortably in her tan fabric seats, just the right height and distance from everything. We are going to be very good friends, this plane and me. I need to convince my husband, or maybe the plane will do it herself.

We bring an almost unruly stack of papers and logbooks into the FBO: envelopes containing aging documents, the original owner's manual, receipts, etc. We go through it all, piece by piece, line by line. We find the STC that permits the plane to use auto gasoline as well as av gas and maintenance logs that go back more than 40 years. It seems to be in good order.

Joy Riding

We agree to fly out for lunch. I let my husband take the controls with Fred coaching him. I am interested to learn that this plane has a unique feature where the rudder is spring-connected to the aileron to keep it in constant coordination. The connection can be overridden for cross-controlling the plane, though, such as you would need in a crosswind landing.

I sit in the back seat to watch and listen and enjoy the view from 2,000 feet AGL. Our destination is the quintessential airport restaurant: a whitewashed cottage with a wooden deck sitting at the end of a ramp cluttered with single-engine airplanes. We find a place to park at a corner



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of the apron. This is a surprisingly busy airport for one so small, but where there is food, there are pilots.

I want to stay in the noisy, crowded cafe all afternoon, but we've kept our host too long already. The man is in his 80s and while he is certainly healthier and more energetic than a lot of my friends, it's early afternoon and even I am ready for a nap. We head back to the home airport.

Stolen Hearts

Thirty minutes later, Fred coaches another nice short-wing landing keep the power in and fly her to the ground. This type of plane does not have the floating descent that longer winged airplanes do when the power is pulled on short final. I realize that my face aches from the constant smile I've worn for the past several hours. But how does my husband feel about the plane? He's an engineer by trade and has a natural understanding of all things mechanical. It's important to me that he feels good about the airplane we buy. As he shifts in his seat to climb out of the plane, I chuckle to see that his smile is bigger than mine is. I think she's stolen his heart.

I gaze out the window at the little red cutie while my husband asks Fred technical questions of which I have little interest at this point. The plane is either airworthy or its not. Maybe I should care when the bungies were last replaced, but a good pre-buy inspection can answer that type of question. While most airports can provide some level of maintenance, we intend to have our pre-buy done at a

facility that specializes in fabric aircraft. We know that we will rely heavily on a mechanic who is knowledgeable about older Pipers and thorough in his inspections.

I'm pondering the implications of the rudder/aileron connection in Tri-Pacers when my husband's voice implies that it's not his first attempt to get my attention. He wants the checkbook.

Let's Think About This

This is not the first plane we've considered buying. We've spent hours looking at others and walked away to allow clearer, unemotional thinking on it. We are not impulsive people, but he has my full attention now. I don't even ask how much we're putting down on the plane, just write the check quickly before Fred changes his mind about selling. We all agree that the deal is subject to an inspection by our mechanic and shake hands. I can barely suppress my excitement and my husband's eyes are dancing.

As we pull out of the parking lot, we wave to Fred as he climbs back into the plane. He's not laying down for a nap! Off to meet his friends at another airport and swap lies, no doubt.

Did We Really Do It?

Our trip home is much different than the morning's drive. We aren't sure if we can believe what we think might have just happened. Did we just buy an airplane? That can't be. We only looked at her once, spent only a couple hours flying her. The ride was bumpy below scattered clouds, but being a part of the air instead of fully insulated from it, felt pretty good. And that rudder/aileron connection, hmmm, that might take some getting used to. The broken trim indicator, the useless brake lock, the flat nose strut – can these be fixed? The landing is different than we've done in our hundreds of hours too, but we're willing to learn. Have all the ADs been complied with? Is she really airworthy, or were we only lucky that we survived the flight out for lunch? My gut tells me, that little beauty is a keeper, but now the process of making it so begins.

Next Issue: Taking Ownership

The journey has really just begun. There are paperwork issues, discoveries during inspection that required us to go back to the seller, and insurance requirements that are surprisingly difficult to meet.

EDITOR'S NOTE: Karen L. Workman lives in Northfield, Minnesota, with her husband, Eric, who is also a private pilot, and a defense systems engineer with Lockheed Martin. Karen works for Cargill Corporation in Minneapolis as the Office Administrator of the flight department. Her duties include dispatching/scheduling, accounting, and aircraft and crew records management. She has her Private Pilot Certificate. Instrument Rating, and 300 hours of flight-time, and has been an AOPA Airport Support Network volunteer for Minneapolis Airlake Airport, Lakeville, Minn. (LVN), for the past five years.



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LISTING INFORMATION

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

DECEMBER 2006

26-30* ОSHKOSH, Wis. - Kid's Days. Family events & activities, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org

JANUARY 2007

13* WINSTED (10D), MINN. - Chili Feed 11am-1pm. 320-485-3720.

FEBRUARY 2007

2-3* Novı, Mich. - Great Lakes Aviation Conference & Expo at the Rock Financial Showplace, 248-348-6942 www.GreatLakesAviationConference.com
15-17* ORLANDO, FLA. - 18th Annual
International Women in Aviation
Conference "Imagining Your Future" at
the Disney's Coronado Springs Resort at
Walt Disney World. 937-839-4647.
www.wai.org

MARCH 2007

- 4-7* Μινοτ, N.D. Upper Midwest Aviation Symposium at the Holiday Inn. Contact ND Aeronautics @ 701-328-9650.
- **18-22* ORLANDO, FLA. -** Professional Aviation Maintenance Association (PAMA)
- 20-22* ORLANDO, FLA. National Air Transportation Association (NATA)
- 28-31* Reno, Nev. Aircraft Electronics Association (AEA)

APRIL 2007

- 11-13* ALEXANDRIA, MINN. Minnesota Airports Symposium at the Arrowwood Resort & Convention Center on Lake Darling. 1-800-657-3922.
- 17-23* LAKELAND, FLA. Sun 'n Fun Fly-In, Lakeland Linder Regional Airport. "Living the Dream!" 863-844-2431 www.sun-n-fun.org
- 28-5/6*Bahamas. Bahamas Fly-Out. Flyout@Nistler.com or 847-823-6713
- 30-5/2*STEVENS POINT, WIS. 52nd Annual Wisconsin Aviation Conference at the new Holiday Inn Hotel & Convention Center. www.wiama.org

MAY 2007

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

12* BLOOMINGTON, MINN. - 18th Annual

Minnesota Aviation Hall of Fame Induction Banquet at Ramada, Mall of America/Thunderbird Convention Center. Social Hour 5pm. Banquet 6:30pm. \$38 per person payable to MAHOF. Send reservation to Peter Gavin, 6905 12th Avenue South, Richfield, MN 55423 by March 15th.

- 18-19* La Crosse, Wis. Deke Slayton Airfest. www.airfest.com
- 19-20* ALEXANDRIA, MINN. Armed Forces/Airport Days Fly-In & Airshow. 320-762-1333.

JUNE 2007

2* FREDERICK, Md. - AOPA Fly-In 800-872-2672. (aopa.org)

18-24* Le Bourget, Paris. - Paris Air Show
30* KALKASKA, MICH. - Pancake & Eggs
Breakfast 7-11am Coast Guard Helo;
National Guard Display. 231-258-9191.

JULY 2007

23-29* Оshкоsh, **W**is. - EAA AirVenture. www.airventure.org

SEPTEMBER 2007

- 7-9* EAGLE RIVER, Wis. Wisconsin Seaplane Pilots Association Fly-In. www.seaplaneflying.com
- 29* HANOVER, IND. 10th Annual Wood, Fabric & Tailwheels Fly-In, the largest of its type East of the Mississippi. jtnolen@bellsouth.net

OCTOBER 2007

4-6* Hartford, Conn. - AOPA Expo 2007. 800-872-2672. (aopa.org)

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CONFERENCES

Great Lakes Conference Expands To Include Jobs Fair

NOVI, MICH. – The Great Lakes International Aviation Conference is moving to Michigan's newest convention center, the Rock Financial Showplace in Novi, Mich., February 2-3, 2007. Central to this year's event will be an Aviation Jobs and Career Fair. With the help of the Michigan Institute of Aviation and Technology (MIAT), the conference will feature many aviation employers who are potentially hiring pilots, maintenance technicians, and other fields within

the aviation industry. The career fair will be open to aviation students and others. For additional information, visit the conference web site at www.GreatLakesAviation
Conference.com.

Cessna To Be Title Sponsor of Great Lakes Aviation Conference

NOVI, MICH. – For the fourth consecutive year, Cessna Aircraft Company will be the title sponsor of the Great Lakes Aviation Conference, Feb. 2-3 in Novi, Mich.

As the keynote speaker, Cessna Chairman, President and Chief Executive Officer Jack J. Pelton will talk about the new generation, entry-level business jets. Cessna aircraft dealers and Cessna Pilot Center flight school representatives will also be in attendance, along with more than 150 other exhibitors.

The 2007 event is the seventh annual Great Lakes Aviation
Conference which features prominent general session speakers, safety and informational seminars, an IA
(Inspection Authorization) renewal seminar for maintenance technicians, and an extensive aviation trade show. More than 1,500 pilots, mechanics, airport managers, students and aviation enthusiasts participate in the conference. More information is available at www.GreatLakesAviationConference.



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Eagle River Improves Airport & Services To Meet Increasing Northwoods Demand



Eagle River Union Airport (EGV)

T's Friday afternoon and weekend residents are landing their aircraft in droves... mostly from Chicago, Milwaukee, Minneapolis and Madison, but also from as far away as L.A., Miami and New York. You just have to look at the license plates of the spare cars in the airport parking lot to see where the pilots come from.

There are families in 172s, Archers and Mooneys, and corporate boards and the customers they entertain in Citations and Gulfstreams.

Some are famous, but most are not. Shorts, ball caps and sunglasses have a way of making us all equal in the eyes of George at Eagle Sports, and the cook at Leif's Cafe. Summer sports include boating and fishing along the famous "Chain of Lakes," featuring 28 lakes and biking and hiking trails through both the Nicolet National Forest and the Northern Highlands American Legion State Forest, golfing, and tennis. Winter sports include cross-country skiing,



Airport manager Scott Volberding has directed numerous projects at Eagle River Union Airport, including the installation of a localizer/DME to Runway 04.

snowshoeing, ice fishing, and snowmobiling. In fact, Eagle River is the home of the World Championship Snowmobile Derby.

Eagle River Union Airport (EGV) was once a small, low profile northwoods airport with one paved primary runway and a short grass crosswind runway. Today, this little airport, which is jointly owned by the local municipalities, has blossomed into a





Eagle Fuel Cells general manager, Kurt Hartwig, with photos of aircraft now flying with fuel cells either manufactured or overhauled at their Eagle River, Wisconsin facilities

transportation facility that most communities only dream about.

Under the guidance of the EGV
Airport Commission, its chairman
Bob Egan, and the experienced management team of Scott Volberding and
Dan Gaszak, things are moving in the right direction with improved facilities and customer service at their best!

Chairman Egan, a local businessman, pilot and former Chicago police officer, is often referred to as a visionary for the airport because of his leadership in turning a small town facility into a professionally operated, almost regional airport. In 1988, when Egan was asked by long-time Eagle River Mayor Pike Dyer to serve on the airport commission, it was quite a different airport. The airport went from a few hangars and a beacon to over 50 hangars and a new terminal. This huge growth spurt in the late 1990s was exciting and challenging. The equipment and management required to operate the growing airport reached a critical juncture in early 2001. So with the support of local pilots, aviation businesses and civic leaders. Egan soon led a search and screen committee to find a new manager.



Eagle Fuel Cells are made by hand using individual molds and skilled technicians.

University of North Dakota Aerospace graduate, Scott Volberding, was among several highly qualified applicants for the manager's position.



Eagle Fuel Cells founder, Carl Hartwig, stands by a Cessna 182 Skylane equipped with fuel cells. Accident investigators claim that aircraft which are equipped with fuel cells are much less likely to burn in an accident than aircraft that have "wet wings."

To some the position might be viewed as a stepping-stone to a large metro-







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politan airport. However, Volberding likes the northwoods lifestyle and has made Eagle River his home.

Volberding cut his teeth in airport management as an intern at South St. Paul Municipal Airport/Fleming Field (SGS) under the tutorage of airport manager, Glenn Burke. Volberding got experience in airport/tenant relations, lease agreements, and working with the Minnesota Office of Aeronautics, the FAA, and airport engineers on airport improvement projects. He says that he gained more knowledge in that one year through practical experience than in his four years of coursework at UND, although he credits UND in providing the necessary coursework for the profession. Volberding also gained valuable experience managing his first airport, Burnett County Airport in Siren, Wis., which he managed for four years.

Working right alongside of Volberding at Eagle River Union

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Email: dave@midwestflyer.com Website:www.wataonline.org Airport is Dan Gaszak, who grew up in the area, and was familiar with airport operations at Eagle River, having worked there once before. In just the last 5 years, Eagle River has re-sealed its primary runway (Rwy 4/22); paved and replaced taxiways; lengthened and paved its crosswind runway (Rwy 31/13) from 2,170 feet to 3,400 feet; built a helipad in 2003 for medical emergencies (30-40 Flights for Life each year); added additional hangars; updated airport equipment; updated GPS approaches to Runway 04; and the soon-to-be-completed localizer/ DME to Runway 04.

Public relations and marketing are high on the priority list. Volberding and the Eagle River Union Airport Commission have established a special committee, with assistance from the University of Wisconsin Extension Service, a marketing specialist with a local hospital, and two retired airline captains.

Christine Caz, the Community Service Coordinator at Howard Young Health Care, serves on the marketing committee along with retired American Airlines Captain Philip Jensen and retired Northwest Captain and former airport commissioner, Al Mondus. Their marketing objective is to maintain a positive image for the airport and to promote use by visitors while meeting the needs of tourism, local commerce, medical services and real estate in the local community. The general public's perception of the airport is crucial to retain and expand local financial support, as is the economic impact of tourism, employment and commerce. School tours of the airport, fly-ins and an annual blues festival are all part of this marketing plan, but there's much more in the works.

Eagle River is also home for a number of aviation businesses including Noble Aviation, Pine Lake Creek Aviation, Trans North Aviation, Williams Aviation, Airmen Medical Examiner Dr. Robert Mitchell, and Eagle Fuel Cells.

One of these businesses is quite unique. Eagle Fuel Cells is one of the world's largest distributors of new aircraft fuel cells and stainless steel fuel drain valves. The company is owned by Carl and Nancy Hartwig and their sons Kurt, Mark, Chris, and Steve. The company employs 21 people and has facilities on the airport, as well as new facilities one block southeast of the airport.

Carl has worked on fuel cells since 1952. His son, Kurt, has followed in

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Wisconsin Aviation, Inc. Juneau • Madison • Watertown, Wis. his father's footsteps with over 25 years of fuel cell experience and directs the operations of their FAA certified repair station and manufacturing facility as general manager. Carl and Nancy's other sons are responsible for marketing, technical support and sales, and Nancy is CFO.

Eagle Fuel Cells sells original equipment (OEM) parts and their own PMA replacements, which they believe are superior to many of the original fuel cells. Eagle also has custom manufacturing and major overhaul capabilities for experimental and rare aircraft. They are able to overhaul and manufacture fuel cells for everything from a vintage Luscombe to corporate jets. They recently completed several oil cells for the Boeing B-29 bomber being restored by Boeing in Wichita, Kansas. They regularly work on fuel cells for Grumman S2T fire bombers and OV-10 lead aircraft for the California Department of Forestry. Eagle has customers as far away as South Africa, Australia, Great Britain, and Russia, so Eagle River is definitely on the map!

In addition to providing the highest quality of new and factory overhauled fuel cells, Eagle Fuel Cells makes the job of replacing them easier with technical support. "We start by listening to a customer's needs and provide them with informative technical support," says Kurt. "Then we provide the premium products and services they need to get the job done right the first time."

Eagle's repair station is so well respected for its consistent quality that their technical support staff are asked to speak at FAA, Professional Aviation Maintenance Association (PAMA) seminars, and state aeronautics-sponsored Inspector Authorization (IA) renewal clinics across North America. These seminars are designed to teach techniques, keep technicians in the field informed on maintenance issues, and to provide technical assistance. They also speak for aircraft owner associations. Much of the information they present is found on their website, www.eaglefuelcells.com.

In addition to managing Eagle Fuel Cells, Kurt is also a commissioner on the Eagle River Airport Commission. The airport commission currently has six commissioners and works to oversee airport operations and works with the public. Complementing the commission's work is the "Aviators of Eagle River Organization (AERO) made up of hangar owners and pilots. AERO's mission is to encourage cooperation, create goodwill, promote safety, and provide community outreach and education.

Projects continue at EGV, such as the installation of the localizer antenna array which is nearing completion. This project involved the re-routing of the road and removal of trees on the approach end to Runway 22. Other projects include the acquisition of 50 acres of land on the approach to Runway 04 to be used as a safety buffer and future runway expansion.

EGV is a progressive, yet warm and comfortable airport that offers a variety of services that include; 100LL and Jet A fuel sales, hangar rental, car rental, pilot lounge, weather computer, and ice and beverage machines. Several hotels are located nearby, and the Best Western even has a courtesy car at the airport for guests who call ahead and reserve it (715-479-1600). For information on tourism see www.eagleriver.org (1-800-359-6315). For information on airport services and businesses, see www.erairport.com (715-479-7442). □

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solid-state power inverter, battery charger, and two deep cycle batteries. With fully recharged batteries (not included), typically it will heat a standard four-cylinder engine for 4 hours or a six-cylinder engine for approximately 3 hours. Also, the inverter automatically shuts down when battery power is reduced to 10 volts, preventing the bat-

tery from freezing before it is recharged.

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PILOT SAFETY

Keep your head on a swivel!

by John Chmiel

(EDITOR'S NOTE: John Chmiel, owner of Wausau Flying Service, Wausau, Wis., received the following letter from one of his flight students. Chmiel



John Chmiel

shares the letter and his response, so that we may all learn something.)

Dear John:

Remember when we were flying over Brokaw and you covered the instruments and I flew better, and when you gave me the instruments back and my flying went to pieces. That happened again during a lesson with Jeff in the pattern. He told me to go easy on the left rudder turning on crosswind and watch the ball. My flying went to pieces till I decided to ignore the ball and look outside. It's like my wires got crossed for a bit. I decided not to get obsessive about the turn coordinator, relaxed, then did better. Strange, do you have any more thoughts on that?

Bob

Congrats Bob!

You're in great company! Every pilot comes to this realization over time. It takes some pilots more time than others. You've experienced this lesson early. Now relax and flow with it. Remember that relaxation is the key to transforming yourself from being just a pilot, to a flyer.

When you are relaxed, your senses are sharper. You can see, hear and feel the whole experience of flying better. As soon as you begin to tense up or focus in on one thing, your brain naturally gets "tunnel vision." The more urgent you perceive the problem, the more intense

your "tunnel vision" will be. It is a natural phenomena that helped your prehistoric ancestors survive when they encountered a life-threatening situation. The problem is, this instinct does not make a better pilot. Pilots fly better when they can keep up their scan through the perceptions received from sight, sound, and touch (and even smell and taste). As much as you want to focus in on a mistake you've made in the airplane, you must fight that tendency. To fly better, don't try harder; relax more, and keep flying the airplane. Then you will improve.

Accept and embrace your mistakes while flying. This doesn't mean that you should resign to them. (Remember the hazardous personality of "resignation?"). Don't give up looking for areas needing improvement, nor give up trying to improve. Remember that the joy of flight isn't about perfection, it's about perfecting. Mistakes happen. They will happen on every flight.

As pilots, we are just mistake managers. We're always trying to hold altitude and heading with precision; it just rarely happens. While flying, don't dwell on a mistake, take three steps: 1) Recognize it. 2) Take action to correct it continuously. 3) Move on. Think about it after you get on the ground. If you feel that you haven't made any mistakes on your flight, then it is time to quit, for two reasons: 1)You didn't catch your mistakes, or 2) You didn't set your standards high enough. Either way, you are heading for trouble!

Outside visual references make you a better and smoother flyer. They should be your primary reference. The more you use them to control the airplane, the more comfortable you will become with them and the better you will fly. Recognizing what the outside references tell you and how to use them takes time, practice and effort. There is no substitute other than just doing it, over and over, every time you fly. It is not like riding a bike. It takes attention on every flight. But remember that outside visual references

make you proficient... instruments help you to be precise. Now, here's the key to the whole thing.

Instruments often hinder a pilot's ability to fly smoothly. (Huh?)

Reason #1: There are inherent limitations in each and every flight instrument. Lag in pitot-static instruments, precession in gyro instruments, and magnetic compass deficiencies. These limitations inhibit instant feedback when large corrections are made.

Reason #2: The tendency when you discover a flight mistake with the flight instruments is to use the instruments to correct the mistake (fixation). This is where pilots have a problem and the mistake is compounded. Don't use the instrument to correct the mistake (unless flying in instrument conditions).

Always Remember: Attitude +
Power = Performance. The instrument
has told you what is wrong with your
performance. So immediately go to
your outside visual references (or
power) to correct your problem. After
you have corrected and adjusted your
flight attitude and given it time to
work, then recheck how precise you
were by looking back at the instruments. So now we've come full circle
and I will conclude with what I started.

Be patient with yourself and relax. Most pilots aren't typically patient with their mistakes. They want to fix them right now! The problem is that it is not usually possible to immediately fix your mistakes in an airplane. Acceleration and deceleration take time. An adjustment usually must be fine tuned until it can accurately provide results. I repeat, after you have corrected and adjusted your flight attitude (or power) and given it time to work, then recheck how precise you were by looking back at the instruments.

Learning to fly and learning to fly better are two journeys on the same path. If you want to be a great flyer, the journey never ends. And, the discoveries that you make, like the one you mentioned here, will continue to enrich your flight experiences.

AIRPORTS

Rice Lake Completes \$4.6 Million Renovation Project

RICE LAKE, WIS. – A \$4.6 million improvement project to the Rice Lake Regional Airport has been completed, airport manager, Jerry Stites, announced November 4. The project includes extending and strengthening primary Runway 01/19, Parallel Taxiway 'A', and the west ramp. Runway 01/19 is now 6,500 x 100 feet. The improvements allow airport officials to proceed with development of its new industrial airpark. Installation of the Precision Instrument Approach (ILS) to Runway 01 was completed in 2005.

"It's estimated that the positive economic impact of the improvements to our airport will exceed



\$12,300,000," according to Stites. Stites credited U.S. Congressman David Obey (D-Wis.), and U.S. Senator Herb Kohl (D-Wis.) who were instrumental in seeing that the majority of the funding was provided through two United States Earmark Grants.

Rice Lake is a hub and base for both business and tourism in northwestern Wisconsin. Its immediatearea population is nearing 10,000.

For additional information, contact Jerry Stites at 715-458-4401. For general information about the area, see www.ricelaketourism.com.

Des Moines International Wins Tourism Award

DES MOINES, IOWA - Des Moines International Airport (DSM) has

received the 2006 Corporate Friend of **Tourism** Award. The airport was nominated by the Ames Convention and Visitors



DMS Airport Director Craig Smith

Bureau in appreciation of the airport's support of the Cessna Airlift for the Special Olympics USA National Games.

Jet Aviation Inaugurates Renovated FBO At St. Louis Downtown Airport

CAHOKIA, ILL. - Jet Aviation has began operating Midcoast Aviation's newly renovated FBO facility at the

St. Louis Downtown Airport in Cahokia, Ill. The strategically located facility is now a Jet Aviation FBO as part of the company's acquisition of Midcoast Aviation, which was completed earlier this year.

Eau Claire ATC Tower Opens For Business

EAU CLAIRE, WIS. - The longawaited Air Traffic Control Tower at Chippewa Valley Regional Airport in Eau Claire, Wis., opened November 1 at 5:30 a.m. The tower operates daily from 5:30 a.m. to 8:30 p.m. and uses the following radio frequencies:

Ground: 120.925 Tower: 118.575 *CTAF: 118.575

*Common traffic advisory frequency (CTAF) will be used for traffic advisory and pilot controlled lighting purposes when the tower is not in operation.

For additional information, contact Charity Sprecher at the airport administration office at 715-839-6241.

Mora To Expand Airport & Industrial Park

MORA, MINN. - Mora Municipal Airport Support Network (AOPA) volunteer Dustin Paulson reports that city officials in Mora are proving that industrial businesses and airports can work together to benefit the local community. The city's airport advisory board has successfully forged a plan, backed by city officials, to allow the city to purchase additional land to the north of the airport's primary runway and relocate the crosswind turf runway that currently sits to the south. The land currently used for the crosswind runway is being added to the city's industrial park as a statedesignated tax-free zone, and is being developed by the city to attract industry. In addition to relocating the crosswind runway, the city first plans to rebuild and extend the primary paved runway to make it more capable of accommodating the larger aircraft that may be associated with businesses attracted to the adjacent industrial park.

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Aeronautics Report

Wisconsin Bureau of Aeronautics

David M. Greene, Director

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



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Pilot Safety Information Via The Web

by Jeffery Taylor Aviation Consultant - WisDOT Bureau of Aeronautics

often wonder where and when the next pilot safety or "Wings" program will be held? The Federal Aviation Administration



Jeffery Taylor

(FAA) recently implemented its new Safety Program Airman Notification System (SPANS), available at www.faasafety.gov. After registering your e-mail address, you will receive important safety related information including safety program meeting announcements, local newsletters, and urgent or emergency announcements local and/or nationally oriented. The new service is available to anyone, whether you hold a pilot certificate or not.

After completing your registration, you will receive information from SPANS according to how you define your personal "preferences." Among the preferences you can define are the areas of the country where future programs will be held. You can select up to three different zip codes, so you'll continue to receive valuable safety program information no matter where you are currently living.

You can also select the type of information you would like to receive. In the "Certificates and Ratings" section in preferences, you can select from a long list of topics corresponding to your certificates.

Another feature is the "Event Search." Here you can search by state or zip code using keywords. For example, if you are interested in learning more about gliders or seaplanes, you can search a region for any programs relating to your specific area of interest.

I strongly encourage all pilots and aviation enthusiasts to register at SPANS. The FAA has replaced the paper flyer they currently send announcing programs with this new service, which will provide more timely and complete information.

Flying A Good Traffic Pattern

by Jeff Taylor WisDOT Bureau of Aeronautics

id you ever start a turn to left base at a non-towered airport and see another aircraft barreling in from your right on a wider base leg than yours? Unknown to you, the offending pilot had been lurking out there all along, flying a downwind leg that was two miles or more from the airport.

Or have you followed an aircraft on downwind that passes abeam the approach end, and then travels a mile or more before turning base? All of the trailing aircraft are forced to follow along on this mini-cross-country flight.

Why do they do that? Better yet, why do we do that? Probably all of us have been guilty of flying wide patterns at one time or another. Consider the conscientious pilot who is transitioning to a faster and more complicated aircraft and needs more time to set up for the landing.

Recently I was in the traffic pattern with a student who had just completed what looked like a cross-country flight. When I asked why she flies such a wide pattern, she responded, "I fly a wider pattern to give me more time." While I was happy to see her use good judgment by trying to set up a stabilized approach she was comfortable with, I was concerned she was placing herself in an area of the traffic pattern where other pilots won't expect her to be. And besides, everyone needs more practice landing the aircraft, not flying cross-countries.

No one objects to pilots being well prepared for the landing. The problem is that wider patterns not only can slow airport traffic, they also can lead to a midair collision. If you are among those suffering from "wide patternitis," the cure is quick and simple: Get a copy of the FAA Flight Training Handbook, which suggests that the downwind leg be one-half mile to one mile from the landing runway. And how does one estimate a half-mile or a mile? Use the runway itself. If the runway is 5,000 feet long, for example, then the proper distance from the runway to the downwind leg is one-half to one full length of the runway. (Imagine it turned 90 degrees towards downwind.) After determining that point, see where the runway intersects your wing or wing strut, and you will never have to estimate it again.

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Uncontrolled doesn't mean out of control. The Aeronautical Information Manual (AIM) lays out very specific procedures for entering non-towered airport patterns. If you ignore them and cause an accident, the FAA may charge you with careless and reckless operation. So, in a way, the recommendations and suggestions in the AIM are covered under the Federal Aviation Regulations.

AIM keys to traffic pattern operations:

- 1. Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude (1,000 feet AGL is recommended pattern altitude unless established otherwise).
- 2. Maintain pattern altitude until abeam approach end of the landing runway on downwind leg.
- 3. Complete turn to final at least 1/4 mile from the runway.
- 4. Continue straight ahead until beyond departure end of runway.
- 5. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude.
- 6. If departing the traffic pattern, continue straight out, or exit with a 45-degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.
- 7. Do not overshoot final or continue on a track, which will penetrate the final approach of the parallel runway.
- 8. Do not continue on a track, which will penetrate the departure path of the parallel runway.

Does the airport have right traffic? With good pre-flight planning you won't be asking yourself this question as you approach the airport. Wisconsin has 24 runways where a right-hand traffic pattern has been established. Where can you find this important information? The Airport/Facility Directory, an essential part of all pre-flights, lists "Rgt tfc" at the end of the runway data notation. In the Airport Data field of a VFR Sectional Chart you, will see

"RP 19, 29" for an airport with right traffic to runways 19 and 29. And finally, the Wisconsin Airport Directory and Pilot's Guide graphically shows an arrow and a "Right Traffic" note aligned with each runway where right traffic is required.

Good traffic pattern etiquette is essential to safe flying. A majority of midair collisions occur in the traffic pattern. Flying the published traffic pattern in a predictable manner provides for a safer airport environment, with the added benefit of setting you up for consistent, stabilized approaches.

Who Is PIC?

by Jeff Taylor
WisDOT Bureau of Aeronautics

ave you ever been confused by the term "Pilot In Command" (PIC)? We typically view this as the pilot flying the aircraft. While this may sometimes be the case, there are many instances where it may not. The regulations mention this phrase several times in different contexts and sometimes these references even seem to contradict each other. Some of the confusion exists because there is a difference between "acting" as PIC and "logging" PIC time.

We all know we must keep records of our flight experience. Technically, we must keep records that prove we are "current" to fly and flight time for a certificate or rating. These records must show we have completed a Biennial Flight Review (BFR) or a phase of the Wings program within the preceding 24 calendar months, and they must show we have made three takeoffs and landings in the preceding 90 days, if we are carrying passengers, and so on.

When you sit down to record your flight time for any flight, you must decide if it should be considered PIC time or not. The "logging" of PIC time falls under FAR 61.51. This regulation says that a pilot may log PIC time for any flight in which he or she is serving as PIC or when serving as

PIC when more than one pilot is required. That's pretty straight forward; if you "serve" as PIC, you can log it as PIC. But 61.51 goes on to say that even if a pilot is not acting as the flight's PIC, there are circumstances when he or she can log that time as PIC. How can someone who was really not in command later say he or she was in a logbook?

FAR 61.51 says that even if pilots are not acting as the flight's PIC, they can still log PIC time for the portion of the flight when they were the "sole manipulator of the controls" in an aircraft for which they are rated. So let's say that you and I go up in a single-engine airplane. We are both pilots rated in the aircraft and I am responsible for, and the final authority as to the operation of, the flight. But for 10 minutes during the flight, you operated the controls. When we get back down, you can log PIC for those 10 minutes.

Flight instructors are given additional privileges under FAR 61.51. They may log PIC time whenever they provide flight instruction, even if they never touch the controls. So when a pilot and a flight instructor go up in an airplane, both could log 100% of the flight as PIC time, as long as the instructor was providing instruction toward a future certificate or rating.

In another twist, the regulation says that instructors can log PIC time even when they did not act as PIC on the flight. When an instructor takes off with a student pilot, the instructor wears two hats. The instructor is simultaneously acting as the PIC and as the flight instructor. The instructor must be the "acting" PIC because the student pilot has not yet passed a checkride and become rated in the aircraft, so the student cannot be the PIC. If the student cannot be the PIC, the instructor must be because every flight must have at least one PIC.

But what about when an instructor goes up with a pilot already rated in the aircraft? Is it possible for a pilot to be the PIC while receiving instruction? Yes. When an instructor goes up

CONTINUTED ON PAGE 48

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In The Holiday Spirit

by Ray Rought, Director

MNDOT Office of Aeronautics

ummer seems long past now, as the frosty nights and threats of snow descend upon us. Clearly, we are looking forward to the excitement of the holiday season with all the sights, sounds, and smells that are associated with them. Soon the joyous sounds of Hanukkah and Christmas will be everywhere, and the time spent with family members will become a special treasure of the

season.

What a wonderful time and opportunity this is to share flying adventures with the family, especially those who do not fly and have never been to an event like EAA AirVenture in Oshkosh, Wis. Now you can excite them with stories about the amazing numbers of aircraft that visit the great aviation get-together. Tell them about the variety of planes from some of the oldest still flying, to the newest, like the amazing U.S. Air Force F-22!



Ray Rought

Tell them about the unique "Rutan" style of airplanes, to the graceful and elegant Beech Staggerwings. Tell them about the awesome power of the SNJs, the growl of the P-51s and the B-17s, and the ear-splitting roar of the B-1 Lancer. Tell them about the masters of the air

like Patty Wagstaff, Skip Stuart, Julie Clark, Jeff Mawhinney, Gene Soucy, and so many others.

Fill them with the excitement and the color of aviation. Let them know about the joy that can be experienced by everyone, through, and in aviation. Use this time to motivate them to try aviation for fun and for a career. There are so many things about aviation that can be shared.

There are also many things about aviation that need attention from everyone involved in aviation, like airport encroachment and the resultant safety issues, or educating government leaders about the safety and importance of General Aviation, and more. As the New Year approaches and you make new resolutions, why not include a personal resolution to make regular contacts with your local, state and federal electorate.

Resolve to keep them informed about the value of GA to your community. Remind them of the economic impact GA and aviation in general have on your community, region and state. Explain the importance of GA as an educational tool. Remind them of the schools throughout Minnesota that have aviation programs of the highest quality. Keep them in the loop about your community's front door; the airport. Resolve to actively support aviation in your community.

The holiday season can be so much more than just opening a present that is soon used up or forgotten. Why not make this a time to give information to your leaders and actively demonstrate grassroots support for GA. Why not also give your family and friends the gift of aviation ... a gift that keeps giving. The joy it brings only grows with experience and time, and lands gently and securely in the heart and soul, where it will reside forever.

Changing Time

by Dan McDowell

mericans are unique in many ways! We are great at many things and very good at many, many others. But one unique aspect of America is the ability to change time. Well, yes that is a slight play on

words, but we do change time.

We know pilots won't have to worry about time changes, since they use "Zulu" time for flight planning, but it will affect all of our daily lives.

Twice a year, we either turn our clocks ahead one hour, or we turn them back one hour. In the big

do that, but there actually are reasons for doing it.

The following paragraphs and data

The following paragraphs and data were taken from the U.S. Naval Observatory, Astronomical Applications Department, website at: http://aa.usno.navy.mil/faq/docs/day-light_time.html

scheme of things it may seem silly to

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The History of Daylight Savings Time in the United States

Although standard time in time zones was instituted in the U.S. and Canada by the railroads in 1883, it was not established in U.S. law until the Act of March 19, 1918, sometimes called the Standard Time Act. The act also established daylight saving time, a contentious idea then.

Daylight saving time was repealed in 1919, but standard time in time zones remained in law. Daylight time became a local matter. It was reestablished nationally early in World War II, and was continuously observed from 9 February 1942 to 20 September 1945. After the war its use varied among states and localities.

The Uniform Time Act of 1966 provided standardization in the dates of the beginning and end of daylight time in the U.S., but allowed for local exemptions from its observance. The act provided that daylight time begin on the last Sunday in April and end

on the last Sunday in October, with the changeover to occur at 2 a.m. local time.

During the "energy crisis" years, Congress enacted earlier starting dates for daylight time. In 1974, daylight time began on 6 January and in 1975 it began on 23 February. After those two years the starting date reverted back to the last Sunday in April. In 1986, a law was passed permanently shifting the starting date of daylight time to the first Sunday in April, beginning in 1987. The ending date of daylight time has not been subject to such changes, and has remained the last Sunday in October.

With the Energy Policy Act of 2005, Pub. L. no. 109-58, 119 Stat 594 (2005), the starting and ending dates have once again been shifted. Beginning in 2007, daylight time will start on the second Sunday in March and end on the first Sunday in November.

On the second Sunday in March 2007, clocks will be set ahead one

hour at 2:00 a.m. local standard time, which becomes 3:00 a.m. local daylight time. On the first Sunday in November 2007, clocks will be set back one hour at 2:00 a.m. local daylight time, which becomes 1:00 a.m. local standard time.

Daylight time and time zones in the U.S. are defined in the U.S. Code, Title 15, Chapter 6, Subchapter IX - Standard Time. Also many other countries observe some form of "summer time," but they do not necessarily change their clocks on the same dates as the U.S.

Not all places in the U.S. observe daylight time. In particular, Hawaii and most of Arizona do not use it. Indiana just recently adopted the use of it beginning in 2006.

- In 2006, daylight time began on April 2 and ended on October 29.
- In 2007, daylight time begins on March 11 and ends on November 4. [New law goes into effect.]
- In 2008, daylight time begins on March 9 and ends on November 2.

Tree of Hope Toy Collection 2006



NARY, MINN. – It seems hard to believe that 16 years have passed since Ray and Celeste Shefland, and their flying friends, had the first "Tree of Hope" toy collection at the old Nary National-Shefland Field Airport in Nary, Minn. The airport may now be closed indefinitely, but the aviation

community still comes forward every year since 1991 and given generously by providing toys for hospitalized children in Minnesota, North Dakota, and Wisconsin.

What happens when a family must spend their holiday in the hospital with a sick child? The child does not feel well, is scared, and wants to go home. Tree of Hope collects toys for these children so they may have a bit of joy and fun while enduring their stay in the hospital.

The idea of collecting toys for these children came from Ray and Celeste Shefland and some local pilots at Nary National. Pilots were invited to bring a toy and a dish to pass and fly into Nary for some holiday cheer. A lighted Tree of Hope was placed beside the runway, to greet the participating pilots, thus adding to the holiday spirit. Due to the success of this first toy collection, other airports

were encouraged to have a Tree of Hope in their FBO and to collect toys for a hospital or hospitals near them. Each year the collection grew until central collection points were established to make it easier for pilots and their friends to bring in their toy donations. Organizers are hoping that this year you and your flying club will decide to have a holiday party and gather toys for the Tree of Hope or for a local hospital and their children. Maybe you could have a pancake breakfast just for your club or group or a chili supper.

Last year several flying groups, EAA chapters, and the Flying Shriners made their way to Faribault, Minnesota and Superior, Wisconsin to bring their donations so they could be delivered to the recipient hospitals.

For more information contact Nancy Walsh at ndjf@charter.net or call (507) 288-5619 after 7:00 pm.

Minnesota Aviation Industry News

MINNESOTA AVIATION TRADES ASSOCIATION

Mayo Clinic System Safely Exposes Pilots To Hypoxia

ROCHESTER, MINN. – Mayo Clinic has developed a new training product and curriculum designed to enhance aviation safety. The Mayo Hypoxia Awareness Training System enables pilots to safely experience the effects of a state of oxygen deprivation known as "hypoxia." Hypoxia results in slower response time, impaired judgment and eventual unconsciousness and poses a serious aviation safety hazard.

The new Mayo Hypoxia Awareness Training System, which has a patent pending, employs a mixed-gas training technology devel-



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or contact Christa Restad at rogeraviation@att.net 952-943-2835 oped for aviator training in the 1920s. The modern-era use of mixed-gas technology for hypoxia awareness training has also been investigated and is in use by the U.S. Navy. The new computer-based, portable system developed by Mayo Clinic simulates the effects of hypoxia by introducing a precisely controlled mix of oxygen and nitrogen to a pilot and copilot. During the test, which lasts between seven and 10 minutes, the pilots are prompted to respond to commands and carry out tasks. A video camera captures the pilots' responses and records their actions. Additional recording devices document the pilots' physiological reac-

After the test, pilots view their response to the hypoxic environment through playback of the video. This is important because hypoxia may impair recall and thus diminish the pilots' ability to remember all aspects of the training exposure. Each pilot and co-pilot team is trained together so that they learn to recognize each other's hypoxia symptoms.

Previously, pilots could only experience hypoxia symptoms by completing training in an altitude chamber. While chamber training provides the most accurate simulation of the high altitude environment, it has several disadvantages. The changes in pressure experienced during chamber training can cause ear and sinus problems in some people. On very rare occasions, those who undergo chamber training also are vulnerable to decompression sickness (commonly called "the bends"), which can have serious health consequences.

According to a Mayo Clinic spokesman, the Mayo Hypoxia Awareness Training System is intended to complement traditional chamber training.

10 Ways To Improve Press Releases For Your Business

by Dan McDowell
MNDOT Office of Aeronautics

If your aviation business or airport does not currently issue periodic press releases about new and current products and services, current activities, events, personnel changes and promotions, and facility changes and expansions, it is time you started to help inform the public and promote your business.

The following 10 ways to improve your press releases were adapted to aviation from an article by Alan Caruba, author of "Getting Famous," a pamphlet on the elements of a successful news release:

- 1. Headlines articulate the theme of the press release. Always include a headline. Sub-headlines are also useful.
- 2. Don't boilerplate your release. Jamming your name, title, company, location, etc., in the first paragraph, while ignoring the primary theme, will kill a press release (because it won't capture the reader's, nor editor's attention).
- 3. Proofread, and have at least two non-associated people proofread for spelling and grammatical errors.
- 4. Eliminate all punctuation errors. Check for accuracy of placement.
- 5. Hyperbole or "hype" is instantly recognizable and creates barriers to credibility. (It's a nuisance and time consuming for an editor to have to manually delete this from your press release, and may be cause for rejection.)
- 6. Never send out a release without a contact name, including the contact's phone number, fax number, and email address.
- 7. It is very important to attribute data to verifiable, independent sources to maintain credibility.

- 8. Keep your release to one page whenever possible. If more information is desired, the editor will reach the person identified as the contact source. More than a page will most often be discarded or not read. Editors do not have the time to read volumes of detail when making decisions about a release and whether or not to use it. (Likewise, if you submit digital photos, be selective in what you send.)
- 9. Whenever possible, localize the release, showing why it is relevant to the given audience.
- 10. Always have your contact person available when the release is sent out, especially if faxed or emailed. When the media comes to you as a response to your release, they will quickly forget you if they cannot easily make contact with a credible, and knowledgeable source person.

If I were to add an 11th way to improve press releases, it would be to distinguish between what is truly newsworthy and informational, and that which is "promotional" in nature.

The media has a responsibility to its readers to provide news and information first, and will therefore screen out press releases, which are merely attempts by you to get free advertising. Press releases which are intended to promote a product or service have their place in the "new product" section of many publications, and should be considered complementary - not a substitute – to the advertising you do.

Cut To The Chase

he Aeronautical Information Manual (AIM) provides a wealth of information for pilots including some do's and don'ts for thunderstorm flying. The following info is taken directly from the AIM:

"Do's"

- Above all, remember this: never regard any thunderstorm "lightly," even when radar observers report the echoes are of light intensity. Avoiding thunderstorms is the best policy.
 - Avoid by at least 20 miles any

severe thunderstorm identified or giving an intense radar echo.

- · Circumnavigate the entire area if the area has 6/10 thunderstorm cover-
- Clear the top of a known or suspected severe thunderstorm by at least 1,000 feet altitude for each 10 knots of wind speed at the cloud top. This will exceed the altitude capability of most aircraft.
- Regard as extremely hazardous any thunderstorm with tops 35,000 feet or higher.

"Don'ts"

- · Don't land or takeoff in the face of an approaching thunderstorm. A sudden gust front of low level turbulence could cause loss of control.
- Don't attempt to fly under a thunderstorm even if you can see through to the other side. Turbulence, wind shear and hail under or near the storm could be disastrous.
- Don't fly without on-board radar into a cloud mass containing scattered embedded thunderstorms.
- Don't trust visual appearance to be a reliable indicator of the turbulence inside a thunderstorm.
- Don't fly under the anvil of a large cumulonimbus.

(from AIM 7-1-29)

Remember, as stated in the AIM, "inflight weather information is available from any FSS within radio range. The common frequency is 122.2. Discrete frequencies for individual stations are listed in the A/FD."

(from AIM chapter 7-1-2)

Section 7-1-29 has a great deal of

information about what to do and what not to do involving T-storms and flight. Please read this section carefully. Make sure you know what to do if you have to cut to the chase!

A Step Back In Time... **He Broke The Sound Barrier** Without An Aircraft

aybe not a household name like Neil Armstrong, but Joe Kittinger's contribution to the U.S. space program is compara-

On Aug. 16, 1960, U.S. Air Force Capt. Joseph Kittinger went aloft in a helium balloon to the edge of space, 102,800 feet above the earth; then, wearing just a thin pressure suit and breathing supplemental oxygen, he jumped in the 110-degree-below-zero, near-vacuum of space. Within seconds he was falling at 714 mph in the thin air, breaking the sound barrier. He free-fell for four and a half minutes, finally slowing by friction as the air got denser at the lower altitudes. He opened his parachute at 14,000 feet, landing on the New Mexico desert floor.

From Kittinger's jump, scientists learned that astronauts could survive in space with only a pressure suit and that man could eject from aircraft at extreme altitudes and survive. Kittinger, now 75, still holds the world records for the highest parachute jump, and as the only man to break the sound barrier without an aircraft.

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LET'S FLY & DINE

"Corner Cupboard" Boyceville, Wisconsin

by Donna I. Bennett

northwestern Wisconsin is the small town of Boyceville, where, to those of us who like to fly and dine, a visit to the



Donna Bennett

"Corner Cupboard" will be a real treat! This is a restaurant a lot of women will especially enjoy. A word to the wise, however, while the meals are inexpensive, it is also a gift shop, so be prepared for that item that is a "must have!"

Their business card advertises, "gracious meals in a homey setting," and it is certainly justified. The hours are limited; open March through December, Thursdays, Fridays and Saturdays from 11 a.m. to 3 p.m. Lunch is served from 11:30 a.m. to 1:30 p.m. The menu is also very selective: chicken, egg salad, or tuna sandwich with a bowl of homemade soup is \$5.00; soup, salad and a homemade butter horn roll is \$5.00.

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Be sure and save room for the homemade pie for \$1.95. In addition to the sandwiches, there is also a daily special for the larger appetites. The soups are especially delicious and my husband is especially fond of the lemon meringue pie. The last time we were there, the apple pie was still warm! The turtle pie sounded especially delicious, but I exhibited restraint. When we plan a return trip, I may change my mind.

The restaurant was originally open longer hours and every day, but the owner decided she could not serve great food, and handle the gift shop, on that schedule. However when people would come into the gift shop, they would sit down at the tables and wait to be served. This looked like a great opportunity to combine both, but with limited hours. The restaurant is located on the main street in Boyceville and is walking distance from Boyceville Airport (3T3) (1,500

feet from the gas pump at the airport to the front door), and the telephone number is 715-643-2227 or 715-632-2251 in case you would like to make reservations or check on the special of the day.

Enjoy, both the flying and the food!

EDITOR'S NOTE:
Donna Bennett of
DeKalb, Illinois, holds
a Private Pilot

Certificate and is a member of the Ninety Nines, and the Young Eagles Coordinator for DeKalb EAA Chapter 241. For 30 years, Bennett worked in the Women's Activity Tent at EAA AirVenture in Oshkosh, Wis., and is a former member of the Civil Air Patrol.

Bennett has written three books: Jessica's Bear, a story for primary age children; Early Clinical Experiences, a book which was an outgrowth of her supervision of student teachers; and A Walk Through the Valley of Death, a personal account of dealing with her son's terminal illness. She holds a Master of Science degree in Early Childhood Education and taught elementary education for 25 years.

Donna and her husband and fellow pilot, Jack, a retired biology professor at Northern Illinois University, have six children, eight grandchildren, two great grandchildren, and one 1962 Cherokee 160 which they have flown to Alaska and back.

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Aviation Exploring Post 9924 at the Aviation Exploring Base, Wittman Field, Oshkosh, Wis. Front Row (L/R): Robb Szymik (Advisor) and Mike Korntved (Advisor). Second Row (L/R): Lauren Haag (Treasurer), Joan Van Grinsven, Alicia Walby, William Haag, and Dorrie Houk. Third Row (L/R): Andrew Jahnke, Felicia Houk, Erin Schoenrock (Secretary), and Philip Houk. Not pictured is Jenna Koltz (President), and Andrew Pinhart (Vice President).

Former Aviation Explorers Form New Post

by Jim Bildilli

ALMOST EVERYONE has heard the expression, "What goes around, comes around." Although the expression is usually associated with a negative "payback" situation, it sometimes can be positive. Such is the case with Appleton, Wisconsin's Aviation Exploring Post 9924.

Sponsored by the Outagamie County Regional Airport, the post has two advisors who are bringing new direction, ideas and perspectives to area youth interested in careers in aviation. Between the two, they have nearly 46 years experience in the Aviation Exploring program.

Robb Szymik, of Appleton, started at the age of 16 with Post 218 of Racine, Wisconsin. Szymik is currently a systems administrator for Stumpf Ford in Appleton, an accomplished musician, and co-owner of Benzor Audio.

Mike Korntved, of Menasha, also works with computers and is a systems specialist with KayTee Products of Chilton, Wisconsin. Like Szymik, Korntved became an explorer with Post 218 at the age of 14 and later earned his Commercial Pilot Certificate. In fact, it was Korntved that first introduced Szymik to the world of aviation while they were both attending J.I. Case High School in Racine.

Mentored by the late Carl Helmle, Post 218's advisor, both were inspired to excel at whatever they attempted, even when outside the field of aviation. Helmle was responsible for introducing Szymik and Korntved to the EAA annual fly-in convention at Oshkosh where they serve today as co-chairmen of the Aviation Exploring Base (AEB). The AEB not only provides a "high adventure" camp for over 100 high school age youth, but also provides a significant number of "volunteers" for custom aircraft parking and other venues at the convention.

Although the AEB takes a significant amount of time





Anne Bloche of Aviation Exploring Post 731, Springfield, Ill., behind the wheelbarrow and later, visiting with friends.



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and effort, last year, both Szymik and Korntved made the decision to become advisors of a post for the Appleton area. With assistance from Outagamie County Regional Airport and its director, Don Hoeft, Post 9924 held its "First Nighter" in October 2005. Of the approximately 70 youth and parents that attended, 24 youth signed up as explorers and a few adults including Sara Johnson of Neenah who is an assistant to Hoeft

and Dorrie Houk of Menasha, and also a troop leader in the traditional Scouting program. Because it is the only aviation exploring program in the area, some explorers travel from as far as 30 miles away to attend the regularly scheduled meetings. Meetings are held in the administration building at the airport on the second Thursday of the month. To learn more, visit the Post's website at www.Post9924.com.

As for "coming around," it's evident that both Szymik and Korntved, like their former mentor Carl Helmle, are making a "positive payback" to the youth of the Outagamie County area.

If you or someone you know is interested in starting an Aviation Exploring program, you can visit the national website at www.learning forlife.com/exploring/aviation/index. html.

WRAPUPS

Northwoods 99s From Page 25

Ann Joyal of Marquette; Marcelaine Lewis of Houghton; Chrysande Levesque of Marquette; Jennifer Nykanen (Future Woman Pilot) of White Pine; Sheryl Rains of Bark River; Helen Ryan of Eagle River; Kathy Swanson of Wells; Lynn Sykes of Gwinn; Angela Tomasi of Houghton; Pam Trask of Iron Mountain; and Elizabeth VanHeusden of Macomb.

For more information, visit www.northwoods99s.org.

THE BEST OF TIMES FROM PAGE 26 a steak dinner at the restaurant located

a steak dinner at the restaurant located next door to his "print shop."

In 1960, Scholler and Poberezny pooled their money and bought a Cessna 195 for \$6,000, although Scholler was not yet a certificated pilot. This was the first airplane Scholler ever flew in, but it started a lifetime of travel with Poberezny throughout the country to visit EAA chapters, and attend national aviation events such as the National Championship Air Races in Reno, Nev., and EAA Sun 'n Fun in Lakeland, Fla. Two years later in 1962, Scholler got his private pilot certificate, and in 1970, he purchased a 1961 Beechcraft Debonair (N918T) for \$13,000 from B.Z. Ziegler Company in West Bend, Wis., which he affectionately named "Debbie!" Scholler flew Debbie for 13 years,

and sold the aircraft in 1984 for \$27,000.

Scholler and Poberezny later sold their Cessna 195 and bought two Twin Beechs – a D18 and an E18 – with fellow EAA board member, Art Kilps. Their partnership was named "PAR Aviation," representing their names: Paul, Art and Ray. The Beech E18 was completely refurbished with turquoise leather and executive seating for seven passengers.

Scholler reminisced his years on the EAA Board of Directors (1962-2003), the beginnings of the Experimental Aircraft Association in Paul and Audrey Poberezny's home on 56th Street in Milwaukee, and the many fly-ins he has been involved with, including those held at Milwaukee Timmerman Field, Rockford, Illinois, and Oshkosh.

As manager of Theater In The Woods at EAA AirVenture, Scholler got to know many aviation greats, including Scott Crossfield, Chuck Yeager, Burt Rutan, Bob Hoover, and the Apollo astronauts, to name but a few.

Scholler recalled one evening when Scott Crossfield was the featured speaker, and the crowd of admirers would not let him leave. "They kept asking Scott questions, and Scott kept answering them for 3 hours," said Scholler. "They simply would not let him go!"

Scholler's wife, Bernice; daughter, Judy Mueller; and grandson, Shawn Scholler, have all contributed to the success of the evening programs in the theater, and Judy assumed the manager's role in 2002.

At age 88, both Ray and Bernice Scholler still go to the office every day, where their son, Jack, runs the day-to-day operations, with his sisters, Judy Mueller and Jean Vetter, and brother, Jim Scholler; other members of their family; and a loyal staff of 450 employees.

So the next time you are at EAA AirVenture, stop by the office in back of Theater in the Woods and thank the Scholler family for their contributions to EAA.

Who Is Pic! From Page 41

with a current private pilot to show that pilot advanced maneuvers, the instructor wears only one hat. The private pilot can be the acting PIC and the instructor provides instruction. Because the instructor is not acting as the PIC, he or she need not meet the qualification to be a PIC. This means that an instructor who, for instance, has no medical certificate can still give flight instruction as long as the person receiving the instruction is the acting PIC. In this case, the instructor could not fly alone because he or she did not qualify as the PIC, but could ride along as an instructor. Can the instructor charge a fee for the instruction in this situation? Yes. The fee being charged would be for "instructor services," not for acting as the PIC.

The regulations offer another slight complication. FAR 61.51 clearly says that you cannot act as the PIC of an aircraft until you are rated in

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that aircraft. Rated means that the pilot has the appropriate category, class and type (if required) of privileges on his or her pilot certificate for the aircraft being operated. This holds true except on checkrides. FAR 61.47 says that pilot examiners cannot be the PIC during the practical test. So on a private pilot checkride, something unusual happens. On the checkride flight the examiner is not the PIC and the student is not yet rated in the aircraft because he or she has not passed the checkride yet. If neither pilot can be the PIC, how do they legally get off the ground? To protect pilot examiners, the FAA allows the non-rated student pilot to act as PIC for the purposes of the flight test.

You can see why there are so many differences of opinion about logging PIC time. People often confuse acting as the final authority on a flight and logging PIC time for the flight. This confusion can lead to larger problems. If two pilots are rated in the aircraft and an accident or incident occurs, isn't this the worst time to try and determine who is PIC? In fact, designating the acting PIC prior to flight is not only a great idea, but also a part of the definition of PIC in FAR 1.1.

While this article has referenced the FARs many times, we shouldn't get bogged down in the legal debate over PIC. Like many issues, we can debate the FARs relating to PIC to the point where we can shift the meaning to a legal definition. While this definition is important, the true meaning of PIC is much more important.

Taking the responsibility of PIC means taking responsibility for making timely decisions that produce safe flights. The PIC is not only the person who manipulates the controls of the aircraft, but they are the one who controls all of the human elements affecting a flight and can be counted on to consistently do the right thing. The concept of PIC may be challenging to define, but as the person with responsibility to ensure a safe flight, you'll generally know it when you see it. \Box

Insurance

AVEMCO Joins Pilot Insurance Center To Give Pilots Fair Break On Life Insurance



Avemco representatives at AOPA Expo 2006, Palm Springs, Calif. (L/R) Mike Adams, Shelley Grenier, Barry Becker, and Rebecca Wilson.

FREDERICK, MD. - Avemco

Insurance Company, the nation's only direct writer of property and casualty insurance for general aviation (GA), has entered into a collaborative effort with the Pilot Insurance Center (PIC). to make "life insurance" more widely available to pilots.

Jim Lauerman, Avemco's Chief Underwriting Officer, explained that, "PIC confirmed to us that most life insurance carriers charge a steep extra surcharge for general aviation flight activity or exclude it from their policies. We discovered that this situation is caused by a lack of knowledge and understanding of general aviation in the life insurance industry."

Believing that these practices represent a disservice to pilots, Lauerman (a pilot himself) contacted PIC and they in turn negotiated with some of the country's top life insurance companies for the best life insurance for pilots. Avemco is now sponsoring "term life" policies underwritten by well respected insurance companies that have products tailored to GA pilots.

"We were able to get some special considerations built into these policies, so we can write for a pilot, at a non-pilot rate," said Bill Fanning, President of PIC, who is also a pilot. PIC presented the life insurance industry with new data about GA flying that they had not previously considered in their underwriting, and the life insurance industry was able to give PIC exclusive pilot-friendly rates that offer truly preferred premiums for most pilots.

To find out about the details of Avemco-sponsored Term Life Insurance, go to www.avemco.com.

The Avemco-Sponsored Term Life Insurance Program is administered by the Pilot Insurance Center. Avemco Insurance Company does not underwrite the term life product. Term life products offered through this program are underwritten by A.M. Best "A+" (Superior) or better rated carriers who specialize in life insurance products. Avemco is a wholly-owned subsidiary of HCC Insurance Holdings, Inc. (NYSE symbol: HCC).

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1997 Piper Seneca V - 1480 TTSN, 330 SPOH, known ice. KFC-150, WX-1000+, air, 135. Blowout price!

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1979 Cessna 414AW Ram VII - Blowout price! 8255 TT, 1680 SRAM, KFC-200! Ryan TCAD, Known ice, KWX-56

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1975 Cessna Citation 500 -135 Workhorse! 850/850 TTSO with airtight warranty on 1A engines, dual GPS,

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Bahamas & Caribbean Pilot's Guide Takes Hassle Out of Trip Planning

FLYING TO THE ISLANDS is easy, fun and exciting... What are you waiting for? Because of the mutual cooperation between the FAA and the Islands of the Bahamas, the procedures are straight-forward, forms are simple, and the fees minimal (try flying around Mexico). It's only a short 60 nm from Miami to the first of the island chains: Bimini. From there you won't be out of sight of one island or another. There are some 700 islands, 56 with airports! Only two airports have towers (Nassau and Freeport),



but there are 21 airports of entry (AOE) from which to begin your journey.

After you enter the Bahamas through an AOE, you are free to island hop using a Cruising Permit. What more could a pilot ask for than easy access to a playground of airports, friendly natives, and unlimited turquoise water abundant with fish.

The 29th edition of the Bahamas & Caribbean Pilot's Guide has all the information you need to plan your trip.

Updated extensively each year, the book is available for \$54.95 from Pilot Publishing, Inc. 800-521-2120 or 760-775-1900. A Forms Kit, pad of NCR General Declaration forms, and a Travel Kit are also available.

Don't forget your passport!

Interested In Flying To The Bahamas?

CHICAGO, ILL. – Anyone interested in flying from the Midwest to the Bahamas are welcome to go on the Chicago Aero Pilots Fly-Out, April 28 to May 6, 2007. There will be a seminar on January 24 to brief interested persons. First come, first served, as space is limited.

Once everyone arrives, the group will start with shopping, dining and night life on Paradise Island, then off to a slower paced Harbour Island, where each participant will ride their own golf cart to explore little shops, the straw market, restaurants, go horse back riding on a beach, or just catch up on their tan and sleep. There will be a day fly-out to an Exumas island to boat, snorkel, see the swimming pigs and feed the sharks! Then it's off to Long Island, which is definitely the way to end a great trip! There are no TVs, phones, shops or people! Just you, the beach and your

own beachside bungalow.

This trip will have a suggested itinerary meant to keep things organized and keep people informed. Each day there will be a preflight briefing/meeting to make sure everyone has all the info they need. Aside from cocktail parties in the evening, participants will be on their own during the day and evening to explore the islands. For more information, go to www.PWKpilots.org. To register for the 2007 Bahamas Fly-Out, contact Lou Nistler at Flyout@Nistler.com or call 847-823-6713.

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Airport Expands Into Café Business

WATKINS, COLO. – Front Range Airport in the Denver, Colo. suburb of Watkins, has opened a new, full-service café, which they hope will increase both operations and fuel sales.

In just three weeks, an existing snack bar was expanded and transformed into a food preparation and dining area, complete with panoramic and ever-changing views of the prairie skies and airport activity. The café is open daily from 7 a.m. to 2 p.m. Front Range Airport is located 6 miles southeast of Denver International Airport (DIA).

Looking for an Aviation Marketing Firm?

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

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

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

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FLY-INS & AIR SHOWS

CAP Turns Out In Force For Volk Fly-In



CAMP DOUGLAS, WIS. – Three Wisconsin units of the Civil Air Patrol

(CAP) participated in the Volk Field Air National Guard Base Fly-In & Open House, August 19 in Camp Douglas, Wis. CAP members flew three Cessna aircraft to the fly-in, including two Cessna 182 Skylanes, and one Cessna 172 Skyhawk. Pictured here are a C-172 from Waukesha, Wis.; a C182T with glass cockpit from Monroe, Wis.; and a C-182Q from Milwaukee-Timmerman Airport. CAP members are (L/R) Jeff Stockinger, Tim Dixon, Douglas Hoerz, and Gary Bergin. At the time this picture was taken, Tom Dionne who is a disabled CAP officer, was seated in N4742N. All members are from the 10th Senior Support Squadron out of Milwaukee-Timmerman Field. As an auxiliary of the U.S. Air Force, the CAP's role continues to be in search and rescue, but has expanded to now include homeland security, and as their role expands, the CAP receives newer and better equipped aircraft.

DECEMBER 2006/JANUARY 2007 MIDWEST FLYER MAGAZINE 53



Wisconsin Flying Farmer President Phil Peterson directs traffic at Bloyer Field, Tomah, Wis. The group was in Tomah to tour a cranberry farm and resort.

Photo by Megan Parker, The Country Today

A Flying Farmers Fly-out For Fun!

TOMAH, WIS. - The Wisconsin Chapter of the Flying Farmers met in Tomah, Wis., October 10, 2006, to tour a cranberry farm, Jellystone Park Resort, and to have lunch. About a dozen aircraft and 40 pilots, friends and family members turned out for the tour. While membership in the Flying Farmers originally involved mostly farmers, Wisconsin Flying Farmer President Phil Peterson of Oregon, Wis., says that the organization has now become one of farmers, private airport owners, and pilots who are interested in participating in one or more "fly-outs" during the year to a variety of destinations. Peterson



Fall cranberry harvest in Tomah, Wis.

Photo by Dave Weiman

says that the group might go to a cranberry farm one month, and to Canada fishing the next. The group has plans to visit the American Champion Aircraft factory in

Rochester, Wis., this winter. For additional information and dates, contact Phil Peterson at 608-835-3768, or email him at pcpete83@verizon.net.



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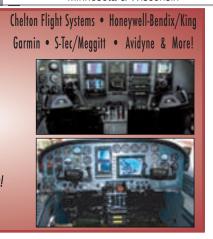


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