

MIDWEST FLYER

MAGAZINE

DECEMBER 2007/JANUARY 2008



Published For & By The Midwest Aviation Community Since 1978

midwestflyer.com



Introducing
the most advanced
single-engine
flight deck,
ever.



Imagine...

Sneaking away for a weekend at the lake...

Taking in a ball game in another city and arriving home
before bedtime.....

Attending a meeting in a distant city and making it
home for dinner.....

It's about time...



Shouldn't business be this fun!

SKYHAWK



SKYLANE



STATIONAIR



Serving MN, ND & WI

Fargo Office

800-770-0538

mike@exclusiveaviation.com

Minneapolis Office

651-450-6200

mike@exclusiveaviation.com

www.exclusiveaviation.com

**Future
Aviation**

&



Serving WI, IL, IN & MI

Future Aviation

262-527-7500

mark@futureaviationcessna.com

INDY AERO

317-335-3200

patr@indyaero.com

www.indyaero.com

www.futureaviationcessna.com



ON THE COVER: A 1949 Aeronca 15AC (N1365H) lands at the snow-covered Pioneer Airport behind the EAA AirVenture Museum, Oshkosh, Wis., for the annual skiplane fly-in in January 2007. Richard Conger of Green Bay, Wis., owns the aircraft, which is powered by a Continental O-300. The 2008 EAA Skiplane Fly-In will be held Saturday, January 26. If there is enough snow on the ground, skiplanes are welcomed. If the ground remains bare, airplanes are welcome to land at Wittman Regional Airport. Shuttles will run throughout the day to and from Orion and Basler fixed base operations. Complimentary chili and cake will be served to celebrate the birthday of EAA's matriarch, Audrey Pobereznyn, beginning at 11:00 am. Everyone is welcome to this free-of-charge event. Those driving can simply follow the signs to Pioneer Airport. Pilots intending to fly in to Pioneer Airport on skis must contact Sean Elliott at 920-426-

4886 to register and receive an arrival briefing.

Photo by Geoff Sobering

COLUMNS

AOPA Great Lakes Regional Report - <i>by Bill Blake</i>	24
Aviation Law - <i>by Greg Reigel</i>	22
Dialogue - <i>with Dave Weiman</i>	21
Guest Editorial - <i>by Phil Boyer</i>	23
Light Sport Aircraft - <i>by Ed Leineweber</i>	54
Minnesota Aeronautics Bulletin - <i>by Gary Workman & Dan McDowell</i>	46-48
Wisconsin Aeronautics Report - <i>by Jeff Taylor</i>	44-45

FEATURES

New Technology & Customer Satisfaction, HondaJet's Keys To The Future	5
Hartford... Pilots Fall For Flying All Over Again At AOPA Expo	25
The Success of One Wisconsin Aviation Business May Ultimately Save Your Life	32
Minnesota Petroleum... Meeting The Needs of The Growing Self-Fueling Market By Land & Air	33
Sun 'n Fun - Aviation's Opener To Spring Flying	36
Gathering of Mustangs & Legends - If Not Now, Never	40
Green Turf Ahead, Then Touch Down, Miminiska Lodge... Midwest Flyer Canadian Fly-Out	49
St. Charles Flying Service: Sport Pilot-Light Sport Aircraft Initiative Put To The Test	54
Kansas State University At Salina... The Premier Choice In Aviation Education	57

SECTIONS

Aircraft	16
Airports	19
Awards & Recognition	48
Calendar	43
Classifieds	60
Destinations	49
Education	57
Fly-Ins & Air Shows	25, 36 & 40
History	31
Minnesota Aviation Industry News	33-34
Pilot Report	18
People In The News	23
WATA Difference	32



www.dmfs.com

Authorized Factory Sales & Service

For Additional Information Call

Chicago (630) 466-9258 Des Moines (515) 256-5300

Omaha (402) 753-0742

CHICAGO
Piper
Freedom of flight
www.chicagopiper.com

PiperJet

Single-Engine Turbine Power For Optimum Cost Efficiency

- Strong, Smooth, All-Metal Fuselage
- Maximum Cruise: 360 knots
- Maximum Range: 1300 nm

CALL TO RESERVE YOUR POSITION NOW!

- Full-Fuel Payload: 800 lbs.
- Six-Seats With Optional Seventh

- Certified For Altitudes Above Weather
- FADEC Engine & FIKI Approved



Freeze 2007 Prices Today...

*Free Custom Striping
Special Installation Pricing
Guaranteed Spring '08 Delivery
1-866-277-1146*



...And Guarantee a Great Spring!

**Offer Extended to December 15th!
Last Chance at 2007 Pricing!**

Check out our NEW website including videos of our performance-enhancing aircraft modification kits.

Address <http://www.wipaire.com/> Go



AVIONICS REFINISHING MAINTENANCE INTERIORS

WipCaire • 24/7 Customer Service 1.888.277.1146 • www.wipcaire.com

New Technology & Customer Satisfaction HondaJet's Keys To The Future



An Interview With Michimasa Fujino President & CEO Honda Aircraft Company, Inc.

by Dave Weiman

HondaJet is Honda Corporation's entry into the growing very light jet (VLJ) market, as announced at EAA AirVenture in Oshkosh, Wis. in 2005. Aviation has been an important dream of Honda for more than four decades. Honda's goal is consistent with the philosophy of other Honda products – to provide convenient and efficient transportation that will make people's lives better. Honda is excited to enter a new dimension of mobility.

Honda has established a new U.S. company – Honda Aircraft Company, Inc. – to hold FAA type certification and production certification and is building a new 369,000 sq. ft. facility in Greensboro, North Carolina, which will consist of the company's world headquarters for sales and marketing activities, further development and

engineering efforts, and as a delivery center and production facility.

Honda's goal is to complete type certification within the next three years, followed by the start of production of the seven-to-eight-seat HondaJet in the U.S. in 2010.

HondaJet features several innovations that Honda says help it to achieve far better fuel efficiency, larger cabin and luggage space, and higher cruise speed than conventional aircraft in its class. The result of 20 years of aviation research, key HondaJet innovations include a patented over-the-wing engine-mount configuration, a natural-laminar flow (NLF) wing and fuselage nose, and an advanced all-composite fuselage structure.

CONTINUED ON PAGE 7





THUNDERBIRD AVIATION

- *Flight Training*
- *Aircraft Maintenance*
- *Fuel Sales*
- *Pilot Shop*

*Minnesota's
Leader in
General Aviation
Since 1962*



Aircraft Rental • Charter Service • Parts • Avionics • Aircraft Sales



(FAA 141 APPROVED)

www.thunderbirdaviation.com/soar | Flying Cloud Airport | Crystal Airport
952.941.1212 | 763.533.4162

MEAD & HUNT

Your full-service aviation consultant . . .

Airfield engineering

Airport planning

Aviation architecture

Air service analysis

Financial analysis

Environmental services

Construction management

Call 1-888-273-8555 or visit www.meadhunt.com
for more information.



CONTINUED ON PAGE 9

Introducing the World's First Certified Application of the Fully Integrated Garmin G1000 Glass Flight Deck



The G1000 Avionics Suite is a completely integrated system including two 10.4" displays, a Primary Flight Display and Multi-Function Display, Traffic, Terrain, Weather, Engine Monitoring and unsurpassed Reliability.

Diamond
AIRCRAFT

Also available on the TwinStar DA42!



For a Demonstration Flight and Ordering Options, Contact ASI
(952) 941-6255 :: info@asijetcenter.com :: www.asijetcenter.com
Flying Cloud Airport :: Eden Prairie, MN



PILOT BRIEFING

Aircraft Owners and Pilots Association • Your monthly update on all things aviation



FROM PHIL'S DESK

2007 has certainly been the year of user fees, with the fight to prevent them dominating much of my time. The person who has led AOPA's day-to-day efforts is our executive vice president of government affairs, Andy Cebula. Now that the year is winding down, he has an assessment of where we are and what's left to do.

FAA FUNDING DEBATE: BEFORE-LANDING STATUS CHECK

Closing a year of hard work by AOPA's staff with strong support from AOPA members, Congress is considering two versions of the FAA Re-Authorization bill, both of which are significantly better than the FAA's original proposal. The FAA's version, with its user fees and 50 cents/gallon avgas tax increase, is essentially dead. Committees in both Houses of Congress ignored it and passed their own. The House bill, with an avgas tax increase to adjust for inflation, passed the full House. But it contains labor provisions many Republicans won't support. The Senate is stuck in a holding pattern. The Commerce Committee passed their version with a \$25 per departure user fee and the Finance Committee approved a way to pay for it supported by AOPA that does not include user fees, but the full Senate has yet to take up the FAA funding debate. Eventually, the two Houses will need to approve a compromise bill. Be alert. AOPA will be actively engaged as the bills are considered. Pilots should be prepared to let their elected representatives know they support or oppose the compromise bill, once its details are known.



www.aopa.org/FAAFundingDebate



Andy Cebula,
Exec. V.P.,
Government Affairs



STREAMING SAFETY: NOW YOU CAN SAMPLE ASF SEMINARS ONLINE

Didn't make it to AOPA Expo in Hartford, Conn., this year? Thanks to a generous grant from United Technologies Corp., you still have a chance to take a graduate-level course in safety online. Nearly 30 hours of AOPA Air Safety Foundation Expo safety seminars are available as streaming videos. Once you've sampled the streaming version, we think you'll want to find a live seminar near you. Or you can try one of the online safety courses that cover many of the same topics as the seminars.

JOIN AOPA, SUPPORT GA

Add your voice to the 413,000 members who are the heart of AOPA. For just \$39 a year, you'll be a part of the strongest and loudest advocate for aviation – in Washington and nationwide. You'll also enjoy an amazing array of benefits, like AOPA Pilot, Real-Time Flight Planner, Air Safety Foundation programs, and so much more.

Join today by calling
1-800-USA-AOPA or find us
online at www.aopa.org/join.

HONDAJET CONTINUED

HondaJet's NLF wing and NLF fuselage nose were developed through extensive analysis and wind tunnel testing. These designs help HondaJet achieve low drag. HondaJet's patented over-the-wing engine-mount configuration helps eliminate the need for a structure to mount the engines to the rear fuselage, maximizing space in the fuselage for passengers and luggage. Further, by determining the optimal position for the engines, the over-the-wing mount actually reduces drag at high speed to improve fuel efficiency.

The advanced all-composite fuselage structure consists of a combination of honeycomb sandwich structure and co-cured stiffened panels. It was developed to reduce weight and manufacturing costs. This aircraft is also outfitted with a state-of-the-art, all-glass flight deck with an integrated avionics system that displays all information digitally on a high-resolution flat display, and also has an autopilot function.

Since December 2003, the prototype HondaJet has completed in excess of 300 hours of flight-testing, reached an altitude of 43,000 feet, and a speed of 412 knots, and is on course to meet or exceed all of its design specifications.

Honda has also formed a business alliance with Piper Aircraft, Inc. to collaborate on sales and service customer support.

Piper Aircraft, Inc., headquartered

in Vero Beach, Fla., is the only general aviation manufacturer to offer a complete line of aircraft for every general aviation mission, from trainers and high-performance aircraft for personal and business use, to turbine-powered business aircraft. In its 70-year history, Piper has produced more than 144,000 aircraft and developed more than 180 different models. Piper covers the global marketplace with 80 sales and service centers worldwide, which is the primary reason Honda wanted to partner with Piper Aircraft. HondaJet will offer a new level of sales and service to meet the needs of jet customers with the goal of setting a higher standard for the quality of the ownership experience.

"Honda is a company with a rich heritage of bringing high quality, innovative products to market," said James K. Bass, president and CEO of Piper Aircraft, Inc. "This business alliance is a perfect fit given the commitment both Piper and Honda have in providing our respective customers with world-class products and services."

Honda is one of the world's leading producers of mobility products including its diverse line-up of automobiles, motorcycles and ATVs, power products, marine engines, and personal watercraft. Honda is the world's pre-eminent engine-maker, with annual worldwide production of more than 20 million engines. On a global basis, Honda has more than 130 manufacturing facilities in 29 nations.

CONTINUED ON PAGE 13

EDITOR/PUBLISHER
Dave Weiman

PRODUCTION DIRECTOR
Peggy Weiman

PRODUCTION ASSISTANTS
Jenifer Weiman
Stacy Wilk

PHOTO JOURNALIST
Don Winkler

CONTRIBUTING EDITORS

Randy Arneson
Dr. John Beasley
Jim Bildilli
Bill Blake
Phil Boyer
Anthony Garcia
Robb Gessert
Jim LaMalfa
George Larson
Ed Leineweber
Dan McDowell

Myrna Mibus
Allen Penticoff
Judy Peterson
Ben Redman
Greg Reigel
Ray Rought
Pete Schoeninger
Geoff Sobering
Jeffery Taylor
Tom Thomas
Karen Workman

ADVERTISING

PHONE: (608) 835-7063

FAX: (608) 835-7063

E-MAIL: dave@midwestflyer.com

WEBSITE: www.midwestflyer.com

ISSUE CLOSING DATES

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

COPYRIGHTS

MIDWEST FLYER MAGAZINE is published bimonthly by Flyer Publications, Inc. with offices in Oregon, Wis. and Bloomington, Minn. Copyright 2007 by Flyer Publications, Inc. All rights reserved. Nothing in whole or in part may be reproduced without the written permission of the publisher.

SUBSCRIPTIONS

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

DISTRIBUTION

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

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

EXPRESS SHIPMENTS TO:
MIDWEST FLYER MAGAZINE
6031 LAWRY COURT
OREGON, WI 53575-2617 USA

AIRCRAFT

FBO

AIRPORT

Aero Insurance

SERVING MIDWEST AVIATION SINCE 1968
**Representing All Major Companies
& Lloyd's of London**

**"Give Us A Call Before You Renew
Your Current Policy!"**

(262) 251-9460

or FAX (262) 251-7769 aeroins@aol.com

Aero Insurance, Inc. • N94 W15652 Ridgeview Drive • Menomonee Falls, WI 53051



Tom & Renee Watry

2008

Minnesota Aviation Maintenance Conference

By the **BOOK**

The Human Impact on Maintenance



MARCH 24 | 25

Earle Brown Heritage Center

6155 Earle Brown Drive | Brooklyn Center, MN

800.657.3922 ext. 7181 | www.dot.state.mn.us/aero

- *Continuing education, networking, and IA renewal*
- *Industry exhibits featuring the newest and best in aviation products, technology, and services*
- *Career Opportunities*
- *Aviation Awards*

Post Conference Training:

- *Safety Management Systems*

Register online at:

www.regonline.com/148437

Page 2009



Experienced
Instructors

Small Class Sizes

Earn College Credit

Navigate
Your Way to an
**Exciting
Career**

We'll Take
You There...



**DEGREE & CERTIFICATE
PROGRAMS IN:**

- Professional Pilot
- Aviation Business
- Aircraft Dispatch



FLIGHT TRAINING PROVIDED BY

1101 E. 78th Street, Bloomington, MN 55420
952-851-0066 or 651-222-3369
www.academycollege.edu/takeoff

YOUR ALTERNATIVE SOURCE FOR: OVERHAULED FUEL PUMPS

*FAA Approved Overhauled Airborne
and Dukes Electric Fuel Pumps:*

- Approved Process Specification
- Warranty same as OEM
- Worldwide distribution
- Guaranteed Performance



RFS_{inc.}



AIRCRAFT BRAKES • FUEL PUMPS

www.rfsbrakes.com

**465 Cardinal Lane
Hartland, WI 53029
ph: 262-367-6210
fax: 262-367-6219**

Academy College	.11 & 34
Adventure Seaplanes	.38
Aero Insurance, Inc.	.9 & 35
Aero Paradise LLC	.31
Aerolab Sport Camp LSA	.55
Aircraft Owners & Pilots Association	.8
Aircraft Propeller Service, Inc.	.57
AircraftInsurance.com	.60
airpac.com	.26
American Champion Aircraft	.29
ARMA Research, Inc.	.60
ASI Jet Center	.7
Avfuel Corporation	.15, 29 & 61
B2W/Win Air	.34
Basler Turbo Conversions, LLC	.35
Beaver Aviation, Inc.	.23 & 35
Beloit Airport	.60
Bemidji Aviation	.28
Bolduc Aviation Specialized Serv.	.34, 35 & 63
Brackett Aircraft Co., Inc.	.35 & 54
Brenco IA Training	.60
Central Aviation	.38
Cessna Aircraft Co.	.2, 6, 35 & 61
Chicago Piper	.3 & 51
Cirrus Aircraft	.61
Columbia Aircraft	.59 & 61
Crystal Airport Hangars For Rent	.60
D.W. Davies & Co., Inc.	.60
Dawley Aviation Corp.	.35
Dekalb Taylor Municipal Airport	.23 & 60
Des Moines Flying Service, Inc.	.3 & 51
Diamond Aircraft	.7 & 21
Duncan Avionics	.16
E-Z Heat, Inc.	.47 & 60

INDEX To ADVERTISERS

Eagle Air	.55
Eagle Fuel Cells	.20
Eagle River Union Airport	.20
Elliott Aviation, Inc.	.15
Exclusive Aviation	.2
ExxonMobil Aviation	.51
Facer Insurance Agency, Inc.	.37
Field of Dreams	.55
Fond du Lac Skyport	.35
Future Aviation	.2
Garmin	.2, 7 & 61
Golden Age Aeroworks LLC	.55
Gran-Aire, Inc.	.28 & 35
Gull Lake Retreat - Grassy Point	.37
Hawker Beechcraft	.15
Indy Aero	.2
Iowa County Airport	.20
Johnson Aviation Insurance	.19 & 35
K-State At Salina	.58
Lake Country Aviation, LLC	.28
Lakeshore Aviation	.29 & 60
Langer Aviation, Inc.	.16
MN Aviation, Inc.	.27
Maxwell Aircraft Service	.30
Mead & Hunt, Inc.	.6
Mesaba Airlines	.32
Mid-Continent Aircraft (Cessna C-Star)	.60
Mid-Continent Insurance	.60
Midwest Aircraft Appraisal	.60
Midwest Flyer Magazine	.18, 34, 35, 39, 43 & 64
Minn. Aviation Maintenance Conference	.10
Minnesota Aviation Trades Ass'n	.33-34

Minn. DOT Office of Aeronautics	.46-48
Minnesota Petroleum Services	.26
Minnesota State University - Mankato	.50
Mooney Aircraft	.59
Morey Airplane Company	.54
NationAir Insurance Agencies	.35
National Air Transportation Ass'n	.35
NewView Technologies, Inc.	.21 & 35
North Star Aviation	.15
OMNNI Associates	.31
Orr, Minn. Regional Airport (Hangar Sites)	.60
Osceola, Wis. Airport (OEO)	.39
Pat O'Malley's "Jet Room" Restaurant	.27
Phillips 66	.28
Piper Aircraft, Inc.	.3, 51 & 61
Plane Guys Aviation LLC	.55
Racine Commercial Airport	.35
Rapco Fleet Support, Inc.	.11 & 35
Rare Aircraft	.29
Red Wing Aeroplane Company	.51
Regent Aviation, Inc.	.34
Reigel & Associates, Ltd. (Aviation Law)	.34 & 43
Schweiss Bi-Fold Doors	.59
Short Elliott Hendrickson, Inc.	.12
Skycom Avionics, Inc.	.64
Socata (EADS)	.61
Southern Wisconsin Regional Airport	.60
Sylvania Aviation Services, Inc.	.31
Tanis Aircraft Products, Inc.	.63
Thunderbird Aviation	.6, 11 & 34
Trimcraft Aviation	.35
Tunes For Toons II	.60
Twin County Airport (Menominee, Mich.)	.17
Vacek, Joe (PLLC)	.13
Wentworth Aircraft, Inc.	.64
West Bend Air, Inc.	.35
Western Petroleum Company	.51
Willmar Air Service, Inc.	.59
Winona State University	.30
Wipaire, Inc.	.4
Wisconsin Aviation, Inc.	.35 & 61
Wisconsin Aviation Trades Ass'n	.32
Wisconsin DOT Bureau of Aeronautics	.44-45
Wright Aero, Inc.	.34

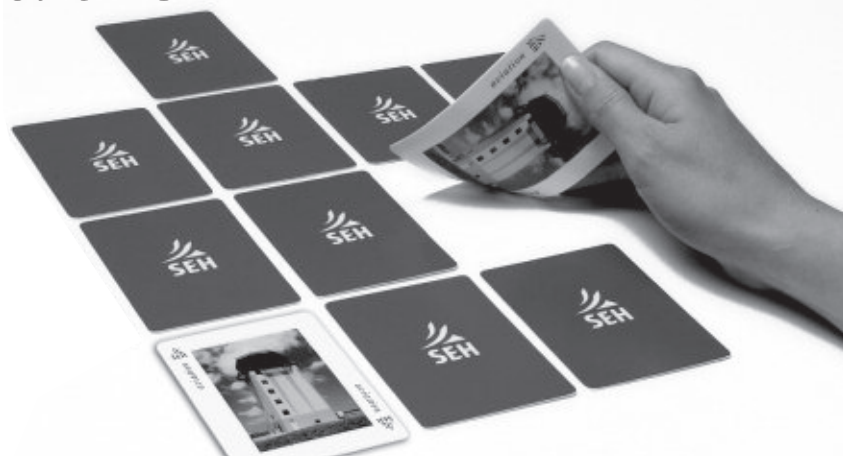
Neither MIDWEST FLYER MAGAZINE, nor its parent company FLYER PUBLICATIONS, INC., accept responsibility for late delivery of issues or unsolicited articles or photographs. Materials must include SASE to be returned. Articles by aviation organizations and information therein submitted for publication consideration do not necessarily reflect the opinion of MIDWEST FLYER MAGAZINE, FLYER PUBLICATIONS, INC., nor staff or officers. Articles are presented in the interest of flight safety, education and for personal enjoyment, and are purely advisory in nature. Neither MIDWEST FLYER MAGAZINE, FLYER PUBLICATIONS, INC. nor staff or officers, assume any responsibility for articles, nor any liability arising out of reliance upon them.

concentration!

*your needs. our services.
a perfect match.*

Call an Aviation Specialist today!

800.325.2055 | www.sehinc.com



HONDAJET CONTINUED

Honda began operations in North America in 1959 with the establishment of American Honda Motor Co., Inc., Honda's first overseas subsidiary. Honda began assembling motorcycles in America in 1979, with U.S. automobile manufacturing starting in 1982. Honda now employs more than 28,000 Americans in the design, manufacture and marketing of its products in America. Honda currently builds products in 13 manufacturing plants in North America, with three major R&D centers in the U.S.

The Person Behind The Machine... Michimasa Fujino

"We want to create new value within the aviation market through the unique new design of HondaJet," said Michimasa Fujino, the founding president and CEO of Honda Aircraft Company, Inc. With the strongest of convictions, determination and confidence, Fujino said, "Our goal is to deliver three key attributes – performance, quality and comfort – beyond what people currently expect from light business jets."

Michimasa Fujino is to be credited with not only the administration of the project, but very much the nuts and bolts of its design, too.

Prior to leading the formation of

Honda Aircraft Company, Fujino was a vice president with Honda R&D (Research & Development) Americas, Inc., and the Large Project Leader for the HondaJet program based in Greensboro, North Carolina. In this capacity, he led all engineering tasks from design through experimental verification, fabrication and flight-testing of the HondaJet.

Fujino joined Honda R&D Co., Ltd. in Japan in 1984, after graduating from Tokyo University with a degree in aeronautical engineering. He spent the first two years of his career in the automobile research division working on the development of a new electrical control steering system. Fujino was then assigned to a research project in the field of aviation.

Over the past 20 years, he has been involved in the design and development of aircraft and has participated in several aircraft projects. This included major responsibilities in the design and development of two experimental aircraft: the MH01, a single-engine, turboprop composite aircraft, and the MH02, an all-composite, business jet. He has also performed research in the fields of configuration design, advanced aerodynamics including natural laminar flow (NLF), and transonic aero elasticity. Fujino has developed theoretical techniques for the aerodynamic and aero

elastic design of HondaJet. In addition, he has conducted wind tunnel tests at research facilities around the world.

Fujino was named Large Project Leader for the HondaJet program in 1997, and President & CEO of Honda Aircraft Company in October 2006.

During EAA AirVenture 2007, John Lowe, President and CEO of Des Moines Flying Service, Des Moines, Iowa, one of the largest and oldest Piper Sales and Service Centers in the world, and now a HondaJet Sales and Service Center, invited me to meet Michimasa Fujino at the Honda Pavilion. The pavilion itself is plush, and displays HondaJet as if it were the star of a Las Vegas stage show. Striking are the aircraft's blue and white paint scheme, and over-the-wing engine-mount configuration. The aircraft looks like it is reaching Mach 1 just parked under the spotlights.

Getting 20 minutes to speak with Fujino is no easy feat, and it took weeks to arrange, but once we got talking, he was receptive to expanding the interview to nearly an hour. He was relaxed, confident, and had a very pleasant demeanor. You instantly got the impression that this guy really liked what he was doing and was not one to punch a clock. When he walked into the conference room



**Attention Pilots: Know your rights when talking
to the FAA. Don't put your certificates in danger!**

Joe Vacek, P.L.L.C.

Precise Legal Advice For The Aerospace Industry

**Practice areas: Certificate Action Defense, Owner/Operator Regulations, FBOs,
Builders/Manufacturers, Purchasing, Leasing & Insurance,
Flying Clubs, Fractionals, Charter & Scheduled Operations.**

612.205.0244

fax 612.823.4777

joevacek@gmail.com

1422 W. Lake St. Suite 216 Minneapolis, MN 55408

www.aerospaceadvisor.com



Michimasa Fujino

of the pavilion, he had just completed an interview with the CBS "Early Morning Show," so he was on the move. After a cordial introduction, the interview immediately got underway:

Weiman: How and why did you get involved with HondaJet?

Fujino: Honda first hired me in 1984 and for the first two years, I worked in the automotive division. About 20 years ago, when Honda Corporation management decided to explore different products, one of them was aircraft. I was assigned to the aircraft project at the very beginning. We spent about 10 years researching the airplane, and in developing the various technologies that go into making HondaJet what it is today... airframe design, composite material. In 1997, I went from research and development, to management. In 2006, we formed Honda Aircraft Company.

Weiman: Is Honda the largest manufacturer in Japan?

Fujino: No, not the largest. Out of the 20 largest companies in Japan, we are among the top five in productivity. There are also communication technology companies, marine companies, etc., among the top group.

Weiman: What makes HondaJet different from all other bizjets on the market today?

Fujino: It's light and fuel-efficient, has low emissions, is expertly engineered, and very quiet. HondaJet makes better use of space, and believes in a luxurious interior. In the design phase of the aircraft, Honda studied how best to utilize available space, prevent corrosion, and how to mount the engines to gain greater efficiency.

Weiman: Do you think the new technology Honda is developing is having a positive effect on the total corporate jet industry?

Fujino: Not only in technology, but customers may not be 100 percent satisfied with current customer support... parts distribution. So we want to set the standard, not only in technology, but also from a business standpoint. We also want to set the standard for luxury, and to make the best use of the space in the aircraft. For the Honda automobile, for instance, every bit of space is used. Every bit of space is studied. From a design standpoint, esthetics, corrosion prevention, and even the color and the paint will be studied before we put the aircraft on the market.

Weiman: I do not have to tell you that when HondaJet flew into Oshkosh in 2005, the aircraft created quite a stir, tremendous excitement, and I was just flabbergasted as to how quiet the aircraft was. Please tell me about the engines that make the jet so quiet.

NORTH STAR
AVIATION

ABOVE THE TURBULENCE

Full Service Flight Support
Avionics Sales & Installation
Quality Aircraft Maintenance
T- Hangars Available For Rent

Where
Anyone
Can
Learn
To
Fly!

Aircraft
Rentals
Available

Phone: 507-625-6006

Southern Minnesota's Premier Flight Training School

360° SERVICE
FAIR PRICING

North Star Aviation Is The Official Flight School Of Minnesota State University, Mankato MN



Fly The Best... Fly A Beechcraft!

Unmatched Strength & Reliability

**Elliott Aviation
Will Get You In The Cockpit
Of A New or Used Beechcraft
or Any Type Of Pre-Owned Aircraft**

Call Todd Jackson Today!

952.944.1200



Consider it done.

FOUR LOCATIONS TO SERVE YOU!

- Moline, Illinois
- Des Moines, Iowa
- Minneapolis, Minnesota
- Omaha, Nebraska

Authorized Factory Sales & Service



HONDAJET CONTINUED

Fujino: The engine uses technologies that are light, fuel efficient, and also environmentally conservative, like their low emissions, low noise, and more than 20 decibels quieter than any other jet on the market today.

Weiman: The Japanese people tend to be kinder and gentler than most people, and take pride in trying to please and serve others. How much do you feel the Japanese culture has affected the business philosophy of Honda Aircraft Company?

Fujino: Our company's three joys are creating the product, building the product, and selling the product. Honda wants to establish long-term relationships and we aim to please our customers. A lot of businesses think short term, not long term. They don't make customer satisfaction a first priority sometimes. In Japan, if we lose customer satisfaction, we lose trust, and we have lost a customer. So our business strategy is to always look long term. It is a more efficient way to do business!

Weiman: Why did you select Piper Aircraft as a business partner to help you market HondaJet?

Fujino: I tried to find the best partner. I like to start business with the best people in the world. Dealing with a manufacturer like Piper that has the dealer network that it does, I feel was a wise business decision. I have tried to bring the automobile service business model to aviation. People like

John Lowe understand this. At Honda, we think of the customer first.

Customer satisfaction is the most important aspect of any manufacturing undertaking.

Weiman: Do you expect to keep your partnership with Piper Aircraft for the foreseeable future, or does Honda one-day hope to establish its own sales and service network?

Fujino: We have a very good relationship with Piper, and we would like to see it continue. Customer support is top-notch, and Honda's customer support, and Honda's emphasis on customer satisfaction, is very important.

Weiman: What percent of HondaJet will be built in the United States?

Fujino: As much as 95 percent of HondaJet will be built in the United States. We also try to procure parts right here in the United States, where we see much of the market for this aircraft.

Weiman: How many jobs will be created when HondaJet goes into production?

Fujino: 300-350 in the beginning, but we expect that number to grow.

Weiman: What will be the initial price tag for HondaJet in 2007 dollars?

Fujino: \$3.65 million.

Weiman: What other plans are in the works at Honda Aircraft Company? Will there be additional models?

Fujino: We anticipate that there

may be, because generally one product is not enough.

Weiman: Would your next aircraft be a smaller jet, like a personal jet, or would it be larger?

Fujino: It would likely be larger.

Weiman: Are you a pilot?
(At that point, Fujino got this huge smile on his face.)

Fujino: I have taken some flying lessons, but have not yet completed my training. It is a goal of mine, however, and I look forward to it. But my time has been spent working on HondaJet.

(Following our interview, Fujino posed for some photographs in front of HondaJet and I bid him a good day, and looked forward to getting an update from him at EAA AirVenture 2008.)

For additional information on HondaJet, see world.honda.com/hondajet, or contact John Lowe at Des Moines Flying Service at 515-256-5300. □

AIRCRAFT

Cessna Wants To Buy Columbia Assets, But So Does Cirrus!

WICHITA, KAN. – At press time, federal bankruptcy court had approved an asset purchase agreement between Cessna Aircraft Company and Columbia Aircraft, set for Nov. 27 as the date for the planned auction of Columbia. Execution of the asset purchase agreement puts Cessna in the preferred position entering the bidding process. The bankruptcy court approved rules for the bidding on Oct. 22.

Columbia announced on Sept. 24 that it had filed for Chapter 11 so that it could continue operating. Filing bankruptcy was necessary because a series of events dating back to 2006 hampered the company's ability to deliver aircraft and disrupted cash flow. These events include an unanticipated and damaging delay in the certification program for the G1000

AIRCRAFT MAINTENANCE

- A & P / IA Services
- Annual/100-Hour Inspections
- Aircraft Restoration
- Wheel Ski Rigging & Installations
- Amphibious Float Rigging & Installations
- Aircraft Storage

(507) 444-0535

LANGER AVIATION INC.

OWATONNA, MINNESOTA

Brent Langer, A&P / IA • brentlan@hickorytech.net

ONE STOP @ OWATONNA

AVIONICS REPAIR & INSTALLATIONS

GARMIN, COLLINS, HONEYWELL, L3, SANDEL

- WAAS/GPS Upgrades
- Transponder & Altimeter Checks
- Autopilot Coupling
- Engine Monitoring Equipment
- External Video Input
- Synthetic Vision & Fld Mgt Systems

(651)

209-8430

OWATONNA & ST. PAUL, MINNESOTA

Jeff Delisle • Jeff.Delisle@DuncanAviation.com



DUNCAN
AVIONICS

avionics suite, a freak hail storm that damaged 67 aircraft awaiting certification, and finally the recent supply chain disruption for essential avionics equipment.

"We have explored many options over the past months," said Columbia Chief Restructuring Officer Carl Young. "This path enables the company to manage its present cash flow and liabilities while pursuing a plan that enables us to continue operating until a final sale can be completed."

Columbia submitted a motion with the bankruptcy court seeking approval of the sale to Cessna and establishing bidding procedures that enable other interested bidders to submit offers and bid at an auction.

According to Cessna Chairman, President and CEO Jack J. Pelton, "Columbia's unique capability in the high-end, single-engine piston market makes it a perfect complement to our Next Generation Piston product line and could provide our customers with the option of an outstanding low-wing, high-performance piston airplane. We believe the combination of this superb product line and Cessna's world-class support structure and brand will be unbeatable."

In addition to Cessna, Cirrus Design Corporation, investment firm Versa Capital Management Inc., and Park Electrochemical Corp. have expressed interest in bidding for Columbia as well.

Despite the bankruptcy, Columbia deliveries through the third quarter of 2007 were on pace to set a new company record.

Columbia Aircraft Manufacturing Corporation employs approximately 440 people and last year reported annual revenue of \$90 million. The company manufactures a variety of all-composite aircraft, including the Columbia 400 – arguably the world's fastest certified piston-single. The Columbia 350, 350i, 350SL and 350SLX are normally aspirated, four-place aircraft with a cruise speed of 191 knots. The Columbia 400, 400i, 400SL and 400SLX are inter-cooled,

twin-turbocharged, four-place aircraft certified to FL250 with a cruise speed of 235 knots. For additional information, contact Bruce Jaeger of Willmar Air Service at 1-800-279-1545. □

Cessna & Thielert To Offer Turbo Diesel Option On Skyhawk

WICHITA, KAN. – After an extensive market survey and flight test, Cessna Aircraft Company, a Textron Inc. company, will offer the Thielert turbo diesel engine in its Skyhawk 172S with deliveries set to begin in mid-2008. In addition, the Garmin GFC700 Automatic Flight Control and Flight Director will be standard equipment on all 2008 Cessna Skyhawks.

In other news, Cessna received 59 Caravan orders at the National Business Aviation Association (NBAA) Convention in October following the introduction of the Garmin G1000 integrated avionics package and TKS ice protection in all Caravan models... The Cessna Citation

Mustang became the first Very Light Jet to earn a certificate of record from the National Aeronautic Association (NAA)... And orders for the new Cessna SkyCatcher Light Sport Aircraft have topped 850 as of October, valued at \$90 million.

For additional information, contact Mike at Exclusive Aviation at 651-450-6200 (MN, ND, WI), Mark at Future Aviation at 262-527-7500, or Pat at Indy Aero at 317-335-3200 (WI, IL, IN, MI). □

Cirrus Reaches Two Million Flight Hours

DULUTH, MINN. – Cirrus Design Corporation says its fleet of SR20s and 22s has surpassed 3,500 aircraft and 2 million flight hours. That's enough miles to go to the sun and back more than twice, or more than 15,000 trips around the world. The Minnesota-based company continues to produce 16 aircraft per week, and has 170 service centers worldwide. □

Land Available! **Twin County Airport ★ Menominee, Michigan**

- ★ For Hangar Construction
- ★ Light Manufacturing
- ★ Freight Facilities
- ★ Other Uses...



All-weather airport with Jet A & 100LL.

**Airport accessible to the Great Lakes
& major rail systems.**

**Close to recreational areas
for fishing & hunting.**

**CONTACT Tony Krysiak - 906-863-8408
EMAIL - twincounty@czwireless.net**

Thunderbird Aviation Becomes Tecnam LSA Distributor

EDEN PRAIRIE, MINN. –

Thunderbird Aviation with locations at Minneapolis Crystal Airport and Flying Cloud Airport in Eden Prairie, Minn., has become the Tecnam Light Sport Aircraft distributor for Minnesota, Iowa, North Dakota, South Dakota and Nebraska. Tecnam, which has been building sport aircraft in Italy since 1992, currently has three models of light sport aircraft on the U.S. market: the Super Echo, Sierra, and Bravo, with over 2,200 of all types flying worldwide.

“With Thunderbird Aviation becoming a distributor, service center, and training center for Tecnam, we are bringing sport aviation to the Upper Midwest in a scale not seen before,” says Alex Haak, Thunderbird Aviation’s Aircraft Sales Manager. “Sport and Private Pilots, and even a Sport Pilot Flight Instructor student have already started training in the new aircraft.”

Thunderbird Aviation is currently operating one Tecnam Bravo in their training fleet with two more due by the end of the year.

Thunderbird Aviation has been the Upper Midwest’s leader in General Aviation since 1962. Along with new Tecnam aircraft sales and service, Thunderbird offers full fixed base operator services including maintenance, flight training, fuel, charter, pilot shop, and preowned aircraft sales and brokerage.

For additional information, contact Alex Haak at 612-767-9923 or email

ahaak@thunderbirdaviation.com for more information on services provided by Thunderbird and Tecnam Aircraft. ☐

PILOT REPORT

Tecnam Bravo Flight Test

by Sherm Booen

EDEN PRAIRIE, MINN. – There is great excitement these days at Thunderbird Aviation, Flying Cloud Field (FCM), Eden Prairie, Minn. There is a brand new airplane sitting on the ramp ready for you to fly and enjoy. It’s the first of six Light Sport Aircraft (LSA) ordered by Thunderbird, and arriving soon at Eden Prairie. I flew the demonstrator recently and it’s a pleasure to tell you about – what it looks like and how it flies.

It is manufactured by Tecnam of Italy, and it fits the Light Sport Aircraft category. Two-place, high-wing, 100 hp, partial glass panel, a speedy 115 kts, and a range of 690 nautical miles. Veteran pilots (with or without a medical) can get checked out by Thunderbird instructors and go fly at \$87.00 per hour.

You have to fly this neat new ship to really appreciate it. With Alex Haak at the controls, we took off into a choppy light wind on Runway 10R. Acceleration was quick, airborne in 600 feet, and climb out at 80 knots at a rate of climb of 1,000 feet per minute. We climbed to 2,300 feet at 500 fpm at 100 kts. Level cruise showed 115 kts with the Rotax engine at 5200 rpms. Visibility was wide screen excellent!



Sherm Booen, the producer of the “World of Aviation” television program on WCCO Television from 1953-82, took a flight in the new “Tecnam Bravo” light sport aircraft at Thunderbird Aviation, Flying Cloud Airport, Eden Prairie, Minnesota. Thunderbird Aviation is the distributor for the new light sport aircraft.

After the short demonstration flight, we turned toward home (FCM). Alex set up for Runway 10R, airspeed 55 kts. A slow sink and flare out and touchdown at 42 kts. Beautiful!! My first flight in a Light Sport Aircraft, “The Tecnam Bravo.” I loved it, and it fits well in the WORLD OF AVIATION. ☐

Mid-Continent Instruments 4300 Lifesaver® Gyro Selected By Piper Aircraft

WICHITA, KAN. – The Mid-Continent Instruments 4300 Lifesaver® Electric Attitude Gyro was selected as the standby gyro indicator on the newly announced Piper Malibu Matrix aircraft. The 4300 Gyro with battery backup and several other Mid-Continent products have been used on all recent Piper models.

SUBSCRIBE

THREE-ISSUE, LIMITED-TIME OFFER
EXPIRES DEC. 31, 2008

Mail Check or Money Order To:
MIDWEST FLYER MAGAZINE
P.O. BOX 199
OREGON, WI 53575-0199

Name _____
Street _____
City _____ State _____ Zip _____

Special Introductory Offer!

(For First-Time
Subscribers Only) **\$7.50**
LIMITED TIME OFFER 6 MONTHS (3 ISSUES)

MAC Weakens Under Local Sentiment Against Crystal

MINNEAPOLIS, MINN. – The proposal to keep Minneapolis Crystal Airport (MIC) open with fewer runways hit severe turbulence, Nov. 7, during the Finance, Development, and Environment Committee of the Metropolitan Airports Commission.

Commissioner Lisa Peilen, whose MAC District includes MIC, urged the commissioners to give due consideration to all views. She added that commissioners should be open minded to other presenters as well as to MAC staff, which is for keeping the airport open, but also for closing two of the four runways.

Bridget Rief of the committee said that two years ago, the commissioners had directed staff to analyze what would be required to close MIC. Rief explained that closure would be a multi-step process. The first step would involve numerous studies that



would need to be prepared and sent to the FAA. One FAA requirement is that closure would actually have to benefit general aviation. Preparing a request to send to FAA would cost in the neighborhood of \$1 million. She noted that 81% of MIC pilots live in Hennepin County. MIC is the fifth busiest airport in Minnesota. The reliever system in the Twin Cities has adequate airside capacity, but lacks sufficient landside capacity (hangar storage). She said that staff estimated the land value for MIC to be between



The 4300 Lifesaver Gyro is unique in that it has a self-contained battery that provides approximately one hour of emergency power to the attitude indicator if the aircraft experiences an electrical interruption. If aircraft power is restored, the 4300 battery will recharge during flight.

The popularity of this indicator is definitely growing with more than 10 aircraft manufacturers using it as standard equipment and an increase in aftermarket usage in panel retrofits. The mean time between failures (MTBF) is estimated to be 7,500 hours. The lifespan of this instrument is two to three times greater than that of other available electric attitude indicators. With the high MTBF, the cost of ownership is about half of what other attitude indicators cost.

Mid-Continent Instruments manufactures aircraft instruments for the general aviation industry. Services at the Wichita, Kansas facility include developing and manufacturing new avionics products. Mid-Continent Instruments West in Van Nuys, California provides new instrument sales and is the top-rated instrument overhaul shop on the west coast. Specialties include gyro, altimeter, HSI and autopilot system overhauls. Mid-Continent instruments are found in all new Cessna-built airplanes and in Hawker Beechcraft's line of Bonanzas, Barons, King Airs and 1900 Airliners. Other key customers include GARMIN International, Columbia, Piper, and Robinson Helicopter Co. □



AVIATION INSURANCE PROGRAMS

that fit your needs

Feel secure that you're working with certified aviation insurance professionals who understand your unique needs.

- General Aviation
- Corporate Aircraft
- Charter Fleets
- Airports
- Employee Benefits
- Hangars



JOHNSON

AVIATION INSURANCE

Call 800.477.JFLY(4359) for your personalized consultation today.

Jeff Rasmussen • Chris Lie
Certified Aviation Insurance Professionals

johnsonins.com
BANKING > INVESTMENTS > INSURANCE > TRUST

\$70M and \$120M. Closure would necessitate developing new hangar areas at other relievers to house displaced Crystal tenants. This, she said, would be very expensive. If all MIC tenants were moved to other MAC airports, those airports would soon be hard pressed for space for future growth. The 2025 forecast shows a traffic increase due to Very Light Jets and Light Sport Aircraft. Although MIC does not have any corporate jet aircraft based at the airport, there is corporate jet traffic.

If the crosswind runway was closed, there would be times when wind direction would necessitate closing the airport. Hence, staff recommends keeping a primary and a crosswind runway. There is a possibility that the MIC tower could become a "contract tower" like ANE. There would be land available for non-aeronautical revenue that could amount to \$1M. MAC staff has consulted with the Bottineau Blvd. (Hwy. 81) group and believes MAC plans will not interfere with the highway upgrades. There has been extensive public involvement during the past two years as this proposal has been prepared.

The next step would be for staff to complete the Long-Term Comprehensive Plan, hold public hearings, and send the plan to the Metropolitan Council.

Committee Chair Bert McKasy invited ReNae Bowman, mayor of the City of Crystal, to speak to the commissioners. She stated that for two decades the city has maintained the

airport as a public safety risk, and that airport operations should cease due to an "overreaching safety concern." There is, she said, no compelling need for the airport. Rather, MAC should be closing airports to meet public need. She added that there were 325 residents living near the runway safety zones. She claimed the airport was just for recreational flying. She also asserted that MAC staff had ignored city staff comments. She said that MAC staff assumptions were flawed because region-wide and nation-wide flying is decreasing because there are fewer recreational pilots. She proposed that the state as a whole would benefit if MIC were to close. "The airport is not needed and will not be needed," she said. She concluded by urging the commissioners to delay their decision and have an impartial study done.

Next, Elwyn Tinklenberg addressed the commission. He is presently a consultant working with potential commercial developers of the land currently occupied by the airport. He said he had been mayor of Blaine and had spent a lot of time defending relievers whose value he appreciates. He told the commissioners that the question today was whether MIC should be part of MAC. Broader issues should be considered. He asserted there was a need for a broader discussion about this regional asset.

Unfortunately, MIC tenants were not forewarned that the future of Crystal Airport was on the agenda, nor were those in attendance given an

opportunity to speak. A representative of the Minnesota Aviation Trades Association (MATA), Alex Haak, was among those denied the opportunity to address the commission.

Haak was also at the meeting representing Thunderbird Aviation, one of several businesses located at the airport.

The cost of the MIC Capital Improvement Plan from 2008 thru 2010 is between \$1.8M and \$2.8M, depending on what projects are undertaken. Another commissioner added that MAC would not save any money by closing MIC when hangar areas must be developed at other reliever airports to provide space for displaced aircraft. Commissioner Molly Segal said that hangar owners at MIC are older people and the planes are older. They may leave the system, rather than move to another reliever. She stated that she was not convinced the staff proposal was the way to go.

Commissioner Boivin said that he was very concerned about "forecasts," and stated that relievers were not self sufficient yet. He then asked, "Why are we supporting a rich guy's hobby?" He questioned whether VLJs will even impact MIC. He concluded that he was not prepared to support the staff's proposal.

Commissioner Landy, who represents the commissioners on the Reliever Airport Advisory Council (RAAC) and who is chair of Management & Operations Committee, said "We, MAC commissioners, are here to deal with and protect aviation, not regional economic



IOWA COUNTY AIRPORT

Mineral Point, Wisconsin

— small town affordability within miles of Madison!

- 24hr Fuel: 100LL & Jet A
- Aircraft Maintenance
- Hangar Leases Available
- Fly In Camping Available

- Two Runways: 11/29-4/22
5,000 & 3,600 feet
- GPS, NDB Approaches
- AWOS & GCO

Kevin King, Airport Manager

3151 State Rd., Mineral Point, WI 53566 • **608.987.9931** • mrjairport@mhtc.net

Eagle River Union Airport

Your Full-Service airport in the Northwoods

EGV - Eagle River, Wisconsin



Restaurants & hotels nearby

Clean courtesy car

After-hour service

Overnight hangars

Preheat & ground power

Flight planning room

Pilot lounge w/ Direct TV

Ice machine

100LL

Jet A

Airport / tourist info 715-479-7442 or www.erairport.com
OPEN 7 DAYS/WK & HOLIDAYS

FUEL CELLS

All Makes & Models

Eagle Fuel Cells

Eagle River, Wisconsin



Tel 800-437-8732
 Tel 715-479-6149 Fax 6344
www.eaglefuelcells.com

development. He described how at RAAC, there had been a long discussion about the "black cloud" of closure that has hung over MIC for years. He added that Jack Lanner's task force study of all aspects of relievers has led up to this day. He reminded commissioners that establishing new capacity is very difficult. Proximity to the cities is very important. He noted that state parks are supported by the state and there is parallel between recreational boating and recreational flying. He asserted that a strong point of MIC was its proximity to downtown Minneapolis. He explained that without MIC, there would be no airport in the northwest corner of the metropolitan area. Inserting some humor, he remarked that Central Park (NY) was also ripe for development. He concluded that he supported the proposed plan.

Commissioner McKasy called the mayor back to the podium. She asserted that the Crystal position is all about safety, not about economic development. The city council favors closing as part of the Bottineau Blvd. development. Area residents do not presently object to the airport because of noise. If light jets start using it, it will no longer be quiet.

Chair Lanners said he supported Commissioner Landy's statement that clearly expressed MAC's mission.

After the committee meeting adjourned, staff members including Bridget Rief, Gary Schmidt, and Jeff Nawrocki were clearly upset and disappointed by this turn of events.

Management & Operations Committee Meeting

Commissioner Landy invited Glenn Weibel, chair of the Reliever Airports Advisory Council, to address the committee as he missed the morning FD&E meeting. Weibel began by saying, "This Reliever Airport review had been a long process lasting over two years. However, the same question occurred over and over. Can MAC be trusted?" He quoted Warren

Buffet's mantra that "The best way to grow a business, is to build trust." He said tenants have expectations that commission promises will be met and now those promises are in question. After nine years of tenant involvement through RAAC, tenants want to see MAC move forward and make a decision, rather than having further delays. RAAC representatives have committed to additional tenant involvement, but "where is the trust we have been led to expect?"

Committee Chair Landy said, "I think in the end, MAC will look trustworthy." However, he noted, opponents of Crystal Airport are passionate. □

Dialogue

*with
Dave
Weiman*



Commission Meeting Undermines Efforts To Save Airport

The November 7 meeting of the Finance, Development & Environment Committee of the Metropolitan Airports Commission (MAC) in the Minneapolis-St. Paul, Minnesota metropolitan area, completely undermined years of efforts on the part of tenants, the Reliever Airports Advisory Council (RAAC), and the Metropolitan Airports Commission staff to save the airport from local opponents who would rather turn the airport property into yet another strip mall or industrial park. The meeting was poorly run, adequate notification was not given, proponents of the airport in attendance were not given an opportunity to speak, the committee ignored its charter to protect and promote air transportation in the area, and many elementary and naive misconceptions about the current and future use of the airport were allowed to go unchallenged.

Fortunately, several other meetings have been scheduled in December, and the full commission will give this matter greater consideration then.

Contrary to opponents, there are corporate aircraft based at MIC, and many personal aircraft are used for business.

Like all general aviation airports, MIC is not reserved for "rich guys" and their "hobbies!" MIC is a training facility, has two large flight schools, and several other aviation businesses.

As for safety for local residents, Minneapolis Crystal Airport was in existence long before there were houses in the area, not unlike the urban build-up around Minneapolis-St. Paul International Airport (MSP).

Even though the purpose of the meeting was to "protect" the airport, and not to address its "economic" impact, we urge the commission to use the airport's economic impact as an argument for preserving it.



**Give Your Aircraft
A New View With**

NEWVIEW
TECHNOLOGIES Inc.

**Wittman Regional Airport
Oshkosh, Wisconsin**
Vision blurred from scratches & crazing?
NEWVIEW will restore or replace
your windshield and/or cabin windows.

OTHER SERVICES:

- Annuals & 100-Hour Inspections
- Pitot Static Testing
- Altimeter Certification
- Transponder Biennials
- Authorized Diamond Service Center

**FOR APPOINTMENT CALL
1-877-303-0709**
E-Mail: sales@newviewtech.com
Web Site: www.newviewtech.com

Contrary to the unsubstantiated remarks by the mayor of Crystal concerning pilot starts and the state of the industry, general aviation is rebounding well from the events of 9-11 with many new innovations, including Very Light Jets, Light Sport Aircraft, and advances in avionics.

The issue goes before the full commission for a vote on December 17 at the Lindbergh Terminal at MSP beginning at 1:00 pm. Pilots are encouraged to attend, and write letters in support to MAC Chairman Jack Lanners, c/o F.T.L. Corp, 1580 Woodlane Drive, Woodbury, MN 55125, or email: jlan-ners@skypoint.com

Crossroads Wins Lawsuit With MAC

MINNEAPOLIS, MINN. – Michael Hayes, owner of Crossroads Aviation at Anoka County-Blaine Airport in the Twin Cities, sued the Metropolitan Airports Commission (MAC), charging that MAC blocked his efforts to grow his business because of a dispute over location. Altogether, there were six counts presented in the case. This trial was held in Anoka County during the past two weeks. On Nov. 19, the final arguments were made and the case went to the jury and the verdict was announced.

“We won our lawsuit against the MAC regarding the Crossroads site on all counts including the MAC having to pay us partial damages,” said Hayes. “I have nearly completed the formal FAA Airport Assurances complaint for filing in (Washington) DC and certainly will now file it regarding the northwest area, amongst other issues.”

Hayes also expressed great frustration that the LLC for the northwest building area at Anoka County-Blaine Airport was selected on the very same day as his legal victory. He had expectations of being a very serious contender for that site.

Patrick Hogan, MAC spokesman for the Dept. of Public Affairs, said that “MAC was disappointed with the jury decision, and they were looking at their full range of legal options.”

FAA Approves Replacement Of Paper Charts With Electronic Charts For Part 91 Operations

by Greg Reigel
Attorney At Law

On July 20, 2007, the FAA issued Advisory Circular AC 91-78 providing Part 91 operators “with information for removal of paper aeronautical charts and other



Gregory J. Reigel

documentation from the cockpit through the use of either portable or installed cockpit displays (electronic flight bags (EFB)).” The AC applies to Part 91 operations including VFR and IFR flight, as well as preflight and post-flight activities. EFBs can now be used in lieu of paper reference material when the information displayed is the functional equivalent of the paper reference material and is current, up-to-date, and valid. The in-flight use of an EFB in lieu of paper reference material is the decision of the aircraft operator and the pilot-in-command, and requires no formal operational approval as long as the AC’s guidelines are followed.

However, the AC also recommends, but does not require, that Part 91 operators maintain a secondary or back-up

source of the information in the cockpit. The back-up can be another EFB or paper copies of the charts. Although a second EFB may be cost prohibitive for many Part 91 operators, having back-up paper copies, even if they stay in the flight bag, is easy to do and good insurance. After all, most, if not all, electronic chart programs, allow you to print copies of the charts.

The AC also addresses specific considerations that should be taken into account with respect to Class 1 (portable) and Class 2 (attached to a mounting device) EFBs, as opposed to Class 3 (installed in the aircraft) EFBs, and provides recommendations for implementation of EFBs into the cockpit. If you would like more information regarding the AC or the use of EFBs in the cockpit during Part 91 operations, you can contact FAA’s Commercial Operations Branch, AFS-820, at (202) 267-8212.

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).

Have You Switched From Paper To Plastic?

The FAA is reviewing comments on a proposal that would require pilots to replace their paper pilot certificates with tamper-resistant plastic certificates. The final rule is expected to be released early next year, and it’s anticipated that pilots will have two years to make the change. Beat the rush by requesting a

plastic pilot certificate online at http://www.faa.gov/licenses_certificates/airmen_certification/

You should keep your paper certificate, with your original issuance date, for your records, because your plastic certificate will have a new issue date. Ordering a new certificate costs \$2, but if you want the FAA to remove your Social Security number from the certificate or its records, you can get a plastic certificate for free.

Funding Fight: End In Sight?

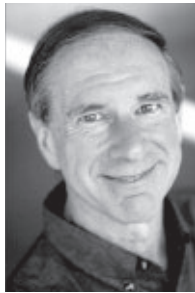
by *Phil Boyer*

President

Aircraft Owners & Pilots Association

With 2007 nearing a close, now is a good time to look back at this year's debate over how to fund the FAA – better known as the “user fee” battle – and to look ahead at what's still left to do.

The battle has actually been raging



Phil Boyer

for two years. But the assault on general aviation began in earnest this past February when the FAA unveiled its plan calling for user fees and a 50-cent per gallon increase in aviation fuel taxes for GA.

Fortunately, Congress wasn't buying it. Aviation subcommittees in both Houses ignored the FAA bill, effectively killing it, and drafted their own. Thanks to intensive work by AOPA and pilots like you, both the House and Senate rejected the huge fuel tax increase, instead adopting inflation-adjusted fuel tax increases for GA. The full House has approved an FAA funding bill that contains no user fees. The full Senate has yet to debate conflicting approaches offered by two committees – one with user

fees, one without. This is a significant disagreement that has created a stalemate.

Which brings us to today.

As I write this, Congress has extended the FAA's authority to collect taxes until mid-December. When the Senate eventually acts, the two versions of the bill will have to be reconciled, then both Houses will have to approve the compromise and send it to the president.

We've come a long way, but there are at least three steps left in which things could still swing against us. So stay alert, and be prepared to let your elected representatives know you support or oppose the compromise bill, depending on its details once they're known. □

PEOPLE IN THE NEWS

John King Elected Chairman of Lindbergh Foundation

MINNEAPOLIS, MINN. – John King, co-chairman of King Schools, Inc., the world's leading producer of aviation and pilot training videos and FAA Knowledge Test preparation software, has been elected to serve as chairman of the board of directors of the Lindbergh



John King

Foundation.

The Lindbergh Foundation is a public non-profit 501(c)(3) organization whose mission is to support great innovations that foster the environment toward a planet in balance. The Lindbergh Foundation pursues its mission through grants, awards, and educational projects.

Together with his wife, Martha, John King owns and operates King Schools, Inc., a highly respected flight training school that has transformed the way pilots receive their ground school training.

A graduate with distinction from Indiana University, King holds every class and category of pilot and instructor rating offered by the FAA,

and is the recipient of the 2004 “Excellence In Pilot Training” award from the National Air Transportation Association. □

Special Price!

DeKalb Taylor Municipal Airport
(DKB) DeKalb, Illinois

**Unheated T-Hangars
STARTING AT
\$240/MONTH**

Heated t-hangars starting at \$337/month.

5% discount for pre-payment
of annual rent

Condo Hangars Available

**Call for Details
(815) 748-2020**

www.cityofdekalb.com/DTMA/DTMA.htm

**We Specialize In
Annual Inspections**

920/386-2636

BEAVER AVIATION, INC.
DODGE COUNTY AIRPORT
N6469 HIGHWAY 26
JUNEAU, WISCONSIN 53039

Since 1946



GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

At the time of this writing, general aviation in Michigan may have escaped any new sales and use tax extension. The Michigan House of Representatives passed the state budget, excluding provisions that would have extended Michigan's sales and use tax to include aviation services. Gov. Jennifer M. Granholm has signed a package of revenues and reforms, along with a 30-day continuation budget. AOPA opposed these new taxes and urged members to tell their state legislators to keep aviation exempt from any new tax or tax increase. Until the final budget is approved, AOPA will continue working to prevent an impact on aviation services.

Early in the year, AOPA expressed its concerns over Michigan Senate Bill 33 and Michigan House Bill 4198, which would require that all gasoline sold in the state shall include at least 10% Ethanol. AOPA informed the bill sponsors that if avgas were not exempt from the Ethanol requirement, no aircraft would be able to refuel in the state of Michigan. The primary sponsor of the House bill, Katherine Law, indicated that if the bill were called for further hearing, she would amend it to exempt avgas from the requirement. No action has been taken on either bill since early spring. AOPA will continue to monitor the status of these bills.

In Minnesota, readers may remember that there are two issues still pending that impact general aviation. The legislature formed an air-



Bill Blake

craft insurance study committee to report back to the legislature suggesting legislative language regarding the impact of statements made on insurance applications as to the liability coverage for injured third parties. AOPA participated on that committee, and worked to ensure that aircraft insurance would remain available and affordable in Minnesota. The committee has nearly completed its work, and I hope to be able to make a favorable final report in my next column.

The second issue concerns a study that was commissioned by the legislature to determine whether adequate state funding is being provided to meet the needs of state aviation programs and whether those funds are coming from the right sources. AOPA expects to have representation on the committee whose role it is to design the scope of work for the study and help select the independent consulting firm to actually perform the study and make recommendations. This work should be underway shortly.

Fall has been the season for airport conferences. Three of the five states in my region – Illinois,

Indiana, and Michigan – held their annual airport conferences during the months of September and October. All have similar concerns. They are concerned about state funding for airport infrastructure grants and other state programs, due to already stretched budgets, a perceived reduction in general aviation flying hours, increasing aviation fuel prices and what impact that will have on future aviation activity, whether the Transportation Security Administration (TSA) will develop unfounded mandates for general aviation airports, and, of course, the FAA Reauthorization and possible user fees. I believe most airport managers and state aviation officials side with AOPA's opposition to user fees. AOPA will continue to work with the state officials and airport managers to address all of these issues to the benefit of our members.

I cannot close without mentioning the great success of AOPA EXPO held in Hartford, Connecticut in October. Nearly 10,000 aviation enthusiasts attended a variety of seminars held in air conditioned facilities with state-of-the-art audio visual equipment, examined the latest general aviation technology and aircraft on display in the exhibit hall and nearby airport, and enjoyed social events that would entertain even the most disinterested aviation companion. I urge those of you who did not attend AOPA EXPO this year, to start planning now to go to San Jose, California, Nov. 6-8, 2008 for next year's event. I am sure that those who went to Hartford already have San Jose on their calendars.

For more information on these and other issues facing aviation, please go to the AOPA website at: www.aopa.org.

**Mark your calendar for
AOPA Expo
November 6-8, 2008
San Jose, California**

Hartford

Pilots Fall For Flying All Over Again At AOPA Expo!

*Story & Photos
by Dave Weiman*

Just when I think the Aircraft Owners & Pilots Association (AOPA) can't top their last Expo, they top their last Expo. AOPA wrapped up its 2007 Expo at the Connecticut Convention Center and Hartford-Brainard Airport, October 6, Hartford, Ct., with a record attendance. This was the organization's first Expo held in New England, and there is talk of returning in a few years.

More than 1,000 aircraft flew in to Hartford-Brainard, Bradley International, and other area airports for all or part of the three-day convention and trade show. In all, 9,710 people attended. That's the highest number ever to attend an Expo in the Northeast, and the second-highest attendance for any East Coast Expo. AOPA alternates annually between East and West Coasts, and East



AOPA President Phil Boyer and members of his executive team discuss AOPA initiatives, and updated members on the status of legislative issues.

Coast Expos between Florida and the Northeast.

During the three-day show, which ran October 4-6, 80 aircraft were on display at Hartford-Brainard Airport, 580 exhibits filled the Connecticut Convention Center exhibit hall, and three days worth of seminars offered

something for every aviation enthusiast who attended. In addition, M. Jodi Rell, governor of Connecticut, issued a proclamation declaring October 1-6, 2007, as "General Aviation Week" in the state and the city of Hartford.

Peggy and I flew our Cessna 182 Skylane from Oregon, Wisconsin to



During the opening general session, Jim Robins, an entrepreneur from Chicago, and an owner/pilot of a Socata TBM 700, gave a no-sales/realistic view of transitioning from pistons to jets, cautioning his fellow pilots to make a gradual transition for both safety and insurance considerations.

Hartford, Ct. in 6.9 hours with one fuel stop in Bradford, Pennsylvania, a community worthy of a vacation in itself, east of the Allegheny River and Allegheny National Forest (<http://bradford-online.com>). Fuel prices were reasonable, and the service was exceptional! We were fuel, turned around and back in the air within 25 minutes. We were then cleared direct to Hartford, at least for the time being. As we approached the East Coast, we were given new routing, but nothing that our Garmin could not handle. Within 50 miles of Hartford, New York Approach had us descend from nine thousand to 7,000, and we could see a steady stream of traffic to the north southbound, lined up to land at JFK as we headed east. The weather was exceptional; the controllers were among our nation's finest; and our approach after dark, memorable.

Upon landing on Runway 20 at Hartford-Brainard Airport (HFD) at about 9:30 PM (EDT), the Sunday prior to the start of Expo, we received a warm reception by the sole controller on duty, who instructed us to back taxi to the ramp. There, we were met by line manager, Corey Freeto of Atlantic Aviation Services. Corey found a tie-down spot, helped us with our luggage, and since the Hertz office had already closed, he drove us to our hotel, the Hartford Resident Inn. (An old hotel in downtown Hartford, completely modernized, yet still retains its early twentieth century class.) Terrific line service, and a special AOPA rate on tie-down... what more could we ask for? Stephanie Landon is the customer service repre-

sentative, and Joel Estelle is general manager. Atlantic Aviation Services has grown to 60 locations throughout the East Coast (www.atlanticaviation.com).

The staff at AOPA also did a great job preparing arrival and departure procedures for both VFR and IFR traffic, so there was no stone left unturned!

General Sessions

Each day of the show began with a general session. The first one, hosted by AOPA Pilot Editor-in-Chief Tom Haines, was a discussion of pilots transitioning from piston-powered aircraft to jets. Cessna CEO Jack Pelton; Matt Huff, vice president of engine development for Williams International; Eclipse Aviation President and CEO Vern Raburn; and Jim Robins, entrepreneur and Socata TBM 700 pilot, were the panelists.

AOPA's Tom Haines provided an overview of the industry over the past 25 years, noting a decline in GA manufacturing during the 1980s, improvement in the 1990s, and new developments beginning in 2000 with avionics, engines, light sport aircraft, and very light jets (VLJs). Haines noted that it is projected that 8,000 VLJs will be delivered within the next decade.

Cessna's Jack Pelton said that there are now nine different Citation models of which six can be flown single pilot. There were 307 Citation deliveries in 2006, 380 in 2007, and 400 in 2008. He said that the driving forces for increased sales was pricing with Cessna's "Mustang" selling for

\$2.2 million, technology, factory efficiencies, and assembly techniques, such as advanced in bond assemblies.

An over-riding concern with the VLJ movement is the availability of insurance because many first-time owners will also be first-time turbine pilots. Thanks to advances in technology, and specifically, flight management systems, insurance will be available through Global Aerospace. The overriding concern, however, is that pilots will not follow factory training recommendations.

Williams International's Matt Huff said, "Without engines, airplanes are like stones... they will fall to the earth!" Twenty-five years ago, Williams began developing light engines, and they wondered why it took so long for VLJs to come about. Now Pratt & Whitney is building VLJ engines.

Eclipse's Vern Raburn noted that the best safety device is a well-trained pilot! It takes two weeks for a pilot to transition from pistons to jets going through Flight Safety International and Simcom Training Centers. One hundred pilots have been type rated in the Eclipse VLJ to date.

"Jets are really easy to fly, but the pilot must be instrument rated," said Raburn, who suggests that pilots first take a course in instrument proficiency before beginning transition training. "Impeccable instrument flying skills are needed," said Raburn.

"Airplanes are a slayer of distance and a saver of time," said Raburn. "It (flying jets) is different. You are faster and at higher altitude. You have to

Plane CD™ 95th

Over 20 aviation databases including U.S. Aircraft Owners, Pilots, New Students, Airport Managers and Aviation Businesses on one CD. Files are CASS Certified to cut mailing costs by up to 13%. Includes Windows software for searching and printing lists, labels, letters and envelopes



1231 E. 9th • Edmond • OK • 73034

1-800-654-2066
www.airpac.com
airpac@airpac.com



Aviation Fueling Equipment

"Service After The Sale"



- ♦ Design, Installation, Service
- ♦ 24 Hour Fueling Systems
- ♦ Proprietary & Bank Card Systems
- ♦ Above & Below Ground Tanks
- ♦ Fueling Dispensers



Minnesota Petroleum
682 39th Ave NE
Columbia Hgts, MN 55421



E-Mail: sales@mnpetro.com

Phone: 763-780-5191

Toll-Free: 888-797-7677

have a change in your mindset when flying jets.”

Jim Robins, an entrepreneur from Chicago, and an owner/pilot of a Socata TBM 700, gave a no-sales/realistic view of transitioning from pistons to jets, cautioning his fellow pilots to make a gradual transition for both safety and insurance considerations. Robins, now 59, got his Private Pilot Certificate in 1968, and first owned a Cherokee 140 (1979-94). At age 46, the flying bug bit him more than when he was 21 because as his business grew, his need for air travel increased. He transitioned to a Mooney, and still owns two M20Js, and in 2002, Robins bought the TBM 700.

“With a turbine, I am no longer afraid to fly anywhere!” said Robins. “But whether it is a piston or a VLJ, it is flying – a discipline Robins does not take lightly. (With the TBM) I am now managing a machine.”

Robins warned his fellow AOPA members not to be talked into a turbine product with only 400 hours in their logbook, and talked about the expense of insuring a turbine. “I have \$5 million in liability and \$2 million in hull coverage, and insurance is expensive!”

Day two’s general session highlighted the importance of defending and promoting America’s general aviation airports. AOPA’s Airport Support Network, celebrating its 10th anniversary, was applauded for its efforts and the dedication of its more

than 1,900 volunteers nationwide. ASN volunteers were asked to stand and be recognized.

AOPA’s executive team spoke at the third general session, to update attendees about the latest projects and products from AOPA headquarters. Among the topics discussed was FAA funding, the new AOPA Online, and AOPA Air Safety Foundation courses.

Andy Cebula, Senior Executive Vice President of Governmental Affairs, said that Flight Service Station modernization has been “rocky,” and while the Washington, D.C. ADIZ has been reduced, “the hope is that it will go away!” (Unfortunately), “decisions about security do not consider GA,” said Cebula.

Shifting his focus to proposed new U.S. Customs requirements, Cebula said the proposal would require pilots to submit a list of passengers at least 60 minutes in advance of their departure, and do so via the Internet. “We are looking for realistic alternatives,” said Cebula.

Karen Gebhart, Senior Executive Vice President of AOPA Communications, described recent changes in the AOPA website to better meet the interests and desires of members as determined from member surveys. For instance, the AOPA Airport Directory is now searchable for any items, including fuel, restaurants, hotels, etc.

Gebhart reported that 261,000 of AOPA’s 413,000 members are now getting AOPA ePilot, and E-Flight

Training now has 93,000 users. AOPA Pilot remains the number one means of communication, with 4.5 million copies printed annually.

AOPA Project Pilot has 7,300 students signed up, and continues to offer a \$49 introductory flight lesson, noted Gebhart.

Bruce Landsberg, Executive Director of the AOPA Air Safety Foundation, expressed concern with the number of pilots that are running out of gas each week, which is three pilots, and concern with the safety of the aging pilot population in which there have not been any studies completed. Online courses continue to be a big draw, with 13,000 course completions each month.

Seminars & Exhibits

Seminar topics at AOPA Expo included FAA regulations, medical certification, popular flying destinations, and aviation humor. Topics of particular interest to us dealt with aircraft ownership from a tax perspective, using the internet in checking weather, what to look for during an annual inspection, flying in the soup without going nuts, and flying to the Bahamas – always a favorite for Expo attendees. For the first time, AOPA Air Safety Foundation live seminars



Professional Pilot in ONLY 4 Months!

Dedicated Aircraft	285 hours of Flight Time	Certificates and Ratings:
Dedicated Instructor	100 hours of PIC	Solo
FAA 141 Approved Courses	50 hours of Complex	Private
College Affiliated	35 hours of Multi-engine	Instrument
We accept VA Benefits	50 hours of Simulator	Commercial
Guaranteed Course Price	7 FAA Tests	Multi-engine
Discounted Housing	8 FAA Written Exams	Flight Instructor
Financial Aid Available		Flight Instructor Instrument
		Flight Instructor Multi-engine
		Ground Instructor Instrument

Albert Lea, Minnesota
800-829-5216
www.mnaviation.info

Call For A Quote!




Pam & Pat O'Malley

Pat O'Malley's Jet Room Restaurant

Wisconsin Aviation Bldg.
Dane County Regional Airport
Madison, Wis. (MSN)

Breakfast & Lunch

6 a.m. - 2 p.m. Mon. thru Sat.

8 a.m. - 2 p.m. Sunday

608-268-5010



(Top) A mock-up of Diamond Aircraft's very light jet, the "D-Jet," and its instrument panel. (Bottom) A B-29 Superfortress was a main attraction for AOPA members at the Friday

night hangar party held at the New England Air Museum. The B-29's instrument panel is a sharp contrast to the glass panel of the Diamond D-Jet.



Pilot Positions

**Beech 99
Turbo Prop
2000TT min.**

**Beech Excaltbur
Queen Air
1250TT min.**

401K, Health, Paid Vacation

e-mail:

jobs@bemidjiaaviation.com

**FAX: 218-759-3552
Phone: 218-751-1880**

"ESOP, Employee Owned"

at Expo were recorded and are available online for all pilots to view, courtesy of United Technologies.

Aviation humorist Rod Machado continues to pack them into the safety sessions. It was noted during Expo that he has become so much in demand as a guest speaker at aviation functions throughout North America, that he recently bought a pressurized Cessna 210.

AOPA's 2007 Sweepstakes Catch-

A-Cardinal headlined the aircraft display of more than 80 airplanes at Hartford-Brainard Airport. Pilots lined up to look at the 1977 Cessna 177B's new panel and leather interior. One lucky pilot will win the refurbished airplane in early 2008.

Inside the exhibit hall at the Connecticut Convention Center, more than 580 vendors represented all segments of the general aviation industry. Companies were selling aircraft, headsets, avionics, books, and everything else an aviation enthusiast would want.

Experience Glass Cockpit Technology

**Flight Training
& Aircraft Rental**



Gran-Aire, Inc.



Milwaukee's Timmerman Field • Milwaukee, Wisconsin
Full-Service FBO Since 1946 • Fuel Sales - 100LL & Jet A
414-461-3222 • www.flymilwaukee.com



Garmin G1000 Instrument Panel of a Cessna 172 Skyhawk



Waukesha County Airport
Waukesha, Wisconsin

262-547-0066

www.LakeCountryAviation.net



The Airbus 380 paid a visit to Hartford, Ct., just prior to the start of AOPA Expo, providing an extra treat for early arrivals.



**AIRCRAFT
MAINTENANCE**

**ANTIQUE
RESTORATION**



FLIGHT TRAINING



**AMERICAN CHAMPION
SALES & SERVICE**



KOWA • Owatonna, MN • 507-451-6611 • www.rareaircraft.com

LAKE SHORE AVIATION

Bringing The Excitement & Fun Back Into Flying!

Manitowoc County Airport • Manitowoc, Wisconsin



- ★ Flight Training
Primary • Instrument • Commercial • Multi-Engine • Seaplane
- ★ Seaplane Instruction in A Cessna 172XP
With Wipline 2350 Amphibious Floats
Training Qualifies As BFR/High-Performance/
Complex Gear Endorsement
Lake Cabin In Resort Community For Rent During Training...
Bring The Whole Family!
- ★ Aircraft Rental
- ★ Aircraft Maintenance
- ★ Fuel Sales – 100LL & Jet
- ★ Twin-Engine Charter



920-682-0043

www.lakeshoreaviation.com



Awards

At the opening luncheon, AOPA honored journalists from the general media for their fair, accurate, and insightful coverage of general aviation. Jennifer Manley, of WVII-TV in Bangor, Maine; Dave Hirschman of the Atlanta Journal-Constitution; and San Diego Union-Tribune's David Hasemyer each won the prestigious Max Karant Award. Hasemyer credited fellow Union-Tribune reporter Jeff McDonald for his success in covering a controversial building project near San Diego's Montgomery Field.

Two of AOPA's highest honors were presented at the Closing Banquet. U.S. Congressman Jerry Costello (D-Ill.) was awarded the Joseph B. Hartranft, Jr. "Doc" Award for his longtime support of general aviation. The prestigious award is given annually to the federal, state, or local government official who has made the most significant contribution during the year on behalf of general aviation.

The Laurence P. Sharples Perpetual Award, given annually to a private citizen for the greatest selfless commitment to general aviation (GA) by a private individual, was presented to AOPA Airport Support Network volunteer Richard Beach for his tireless work in protecting San Diego's Montgomery Field from a tower deemed a safety hazard by FAA.

Time To Take In Local Attractions

Never having visited New England for pleasure before, Peggy and I took some time to see some of the sights.

We took one day to drive to Boston to see the countryside, and visit the John F. Kennedy Presidential Library, and one day to cover the arrival of the Airbus 380 at Bradley International Airport in Hartford. Airbus is a leading aircraft manufacturer with one of the most modern and comprehensive aircraft product lines on the market today. Even though the Airbus 380 is manufactured in Europe, Airbus spent \$10.2 billion with suppliers in more than 40 U.S. states, supporting more than 190,000 American jobs. One of those suppliers was Hartford's own Pratt & Whitney which is part of the Engine Alliance, a 50/50 joint venture between GE Aviation and Pratt & Whitney, formed in 1996 to develop, manufacture, sell, and support a family of modern-technology engines for new, high-capacity, long-range aircraft.

The Airbus 380 test bed aircraft was in Hartford not only to recognize Pratt & Whitney's involvement in its development, but also to earmark Bradley International Airport (BDL) as one of several destination airports for the aircraft. Bradley is New England's second largest airport, serving the entire Northeast, including New York and New Jersey.

While waiting for some opening comments by Airbus and Pratt & Whitney officials, we met one of the board members of the New England Air Museum, who invited us to tour the facility located adjacent to Bradley International Airport, later that afternoon.

Among the aircraft on display is a B-29 Superfortress, the last and largest bomber of World War II. The muse-

um's collection includes more than 80 aircraft, and 153 engines, along with instruments, aircraft parts, uniforms and personal memorabilia. Within this collection is the last remaining four-engine American flying boat, the Sikorsky VS-44A, which was donated by its previous owner, actress Maureen O'Hara, and restored to original condition. This aircraft, and the display of several Sikorsky helicopters, memorializes Russian immigrant Igor I. Sikorsky, founder of Sikorsky Aircraft, located in Stratford, Ct. The museum hosted AOPA's Friday evening hangar party at the museum, and it was well received. Michael Speciale is executive director of the New England Air Museum. For additional information, refer to www.neam.org.

What writer would not take advantage of visiting the home of Sam Clemens, a.k.a. "Mark Twain," and his wife, Livy.

His home and the adjoining museum is located in Hartford, Ct., and for anyone who has read the "Adventures of Tom Sawyer and Huckleberry Finn," or any of his books, they are worth a visit!

Growing up along the Mississippi River in Missouri in the 1800s, Clemens' exposure to slavery had an impact on his views on civil rights and personal liberty. He eventually married into money, then lost it investing in a printing press invention, then worked hard to become rich again. "*All good things arrive unto them that wait – and don't die in the meantime.*" Mark Twain. For additional information, refer to www.marktwainhouse.org.

I PROP SHOP I

NEW & USED PROPELLERS FOR SALE
REPAIRS ★ EXCHANGES ★ OVERHAULS
★ GOVERNOR EXCHANGES ★

Maxwell Aircraft Service

Propeller Rating Class 1 & 2, Limited Accessory FAA Approved Station # UF2R211L

CRYSTAL AIRPORT, MINNEAPOLIS, MINNESOTA

CALL 1-800-964-4247 OR (763) 533-8611



WINONA STATE UNIVERSITY

YOUR
PATHWAY
TO THE
AIRLINES

WHILE LANDING AN EDUCATION

1-800-DIAL-WSU

(An FAA Airway Science University)



Departing Hartford

The weather remained good for most of the week, except for fog the first day of Expo, which definitely affected the number of aircraft that were able to fly in that day. But better weather later in the week, seemed to make up for it, attendance-wise.

When we departed Hartford on Sunday morning, it was pot luck on getting a clearance. I had my choice between more direct routing to our first stop in Ashtubula, Ohio, but I would have had to remain in the clouds, or indirect routing on top. I chose to climb above the overcast.

Departing an East Coast airport with one instrument departure after the next is an excellent instrument refresher. In order to work around arrivals and departures at Bradley International and JFK, and separate all of the GA traffic from Expo, we had to follow a routing that took us first

south, then northeast, then north, and then southwest before heading northwest and then west to our destination. Each time I was passed on to a different controller, I would request direct Ashtubula, but each time I was turned down and understandably so. The controllers were doing their best with the amount of traffic they had, and they were doing a great job!

AOPA Expo 2008

Next year, AOPA Expo will be in San Jose, California, November 6-8.

Mark your calendar now to attend the show, and support the number one organization on the front lines protecting general aviation in Washington!

For details, refer to www.aopa.org/expo, and stay tuned to future issues of *Midwest Flyer Magazine*. □

FIFI Agather, Passes Away

HISTORY

MIDLAND, TEXAS – Josephine “Fifi” O’Connor Agather, namesake of the Commemorative Air Force’s (CAF) B-29 “FIFI,” passed away Sept. 22.

In the 1960s, Victor Agather spearheaded the drive to add a B-29 to the CAF’s fleet and then successfully worked to remove the “no-fly” clause in the original agreement with the Air Force. As a result, in 1974 the aircraft was named FIFI in honor of Agather’s wife.

The only remaining airworthy B-29 in the world, FIFI is currently on display at CAF headquarters in Midland, Texas, until the B-29/B-24 Squadron of the CAF raises \$3 million to customize new engines for it. The B-29 was originally fitted with the Wright R-3350-57AM engine, which has had a less-than-desirable reputation since its inception. True to this reputation, FIFI has experienced numerous problems with its engines in the 30-plus years it has been flying with the CAF. Current plans are to combine R-3350-95W and R-3350-26WD engines to customize engines for the B-29, but the B-29/B-24 Squadron must raise the funds before work on the engines begins. For information on donating to FIFI call (432) 563-1000, ext. 0 or go to www.commemorativeairforce.org and click on the “Save Fifi” link. □

Enola Gay Pilot Paul Tibbets Dies

COLUMBUS, OHIO – Paul Tibbets, who etched his mother’s name, “Enola Gay,” on the nose of the B-29 bomber he flew to drop the atomic bomb over Hiroshima, died November 1 at age 92 at his Columbus home after a two-month decline caused by a variety of health problems.

Throughout his life, Tibbets defended the use of the atomic bomb, claiming that while it may have killed 80,000 Japanese civilians, it saved more lives because they eliminated the need for a drawn-out invasion of Japan. Besides, he was just following orders.

Tibbets retired from the Air Force as a brigadier general in 1966. He moved to Columbus, where he ran an air taxi service until he retired in 1985.

Tibbets told his family and friends that he wanted no funeral service or headstone because he feared a burial site would only give detractors a place to protest. □

OMNNI ASSOCIATES

“Airport Engineering and Design Services”

For Additional Information Contact

Aaron Stewart At 920-735-6900

ONE SYSTEMS DRIVE, APPLETON, WI 54914

SYLVANIA AVIATION SERVICES, INC.

SYLVANIA AIRPORT (C89) • STURTEVANT, WISCONSIN

- 24-Hour Self-Serve Fuel
- Maintenance
- Courtesy Car
- Restaurants Nearby
- Tie-Downs & Hangars

(262) 886-0445

www.sylvaniaairport.com

**Aero
Paradise** LLC

**INTERIORS
& GRAPHICS**

Custom, Professional Service Done Right The First Time!

Plastics • Leathers • Fabrics

GA, LSA, Experimental

Annuals • Condition Inspections • Aircraft Maintenance

Eric & Karla Paradis – 608-768-5549
www.aeroparadisellc.com

Reedsburg Municipal Airport (C35)
Reedsburg, Wisconsin



WATA *Difference*

WISCONSIN AVIATION TRADES ASSOCIATION

The Success of One Wisconsin Aviation Business May Ultimately Save Your Life!



Helicopter Specialties of Janesville, Wis., specializes in outfitting and maintaining special-purpose helicopters like this air ambulance.



JANESVILLE, WIS. – We all dread the day we need the services of a medical emergency helicopter, but if we do, let's hope it is properly maintained and locally serviced so it is ready when we need it.

Helicopter Specialties of Janesville, Wisconsin, a company which specializes in outfitting and maintaining medical flight and other special purpose helicopters, was conceived in 1994 after the owner of Omniflight Helicopter, Dan Parker, also of Janesville, passed away in 1992. Parker's second wife moved the entire operation including 15 of 100 employees from Janesville to Dallas, Texas. Jim Freeman, who worked for the company, and is now president of Helicopter Specialties, felt that it was a wrong move at the time, but had no say in the matter. He felt the move created a large void in the region for a full-service helicopter

CONTINUED ON PAGE 35

MESABA AIRLINES PILOTS

MESABA IS HIRING

Mesaba operates as a Northwest Jet Airlink and Airlink partner under service agreements with Northwest Airlines. The airline serves 72 cities in the United States and Canada from Northwest's and Mesaba Aviation's three major hubs: Detroit, Minneapolis/St. Paul, and Memphis. We operate a fleet of regional jet and jet-prop aircraft, including the 76-passenger CRJ-900 and the 34-passenger Saab 340. We're currently seeking experienced First Officers to serve passengers out of our Minneapolis/St. Paul, Detroit, or Memphis hubs.

REQUIREMENTS:

- ▲ 600 total fixed wing hours
- ▲ 50 total multi-engine hours
- ▲ 100 hours instrument
- ▲ 75 hours flown in last 90 days
- ▲ High school diploma (college preferred)
- ▲ FAA commercial pilot certificate (AMEL) Instrument Rating
- ▲ Current first class medical
- ▲ Current passport
- ▲ FCC radio operators permit
- ▲ Vision correctable to 20/20

Our pilots receive 8 weeks of ground school/flight training, with a base salary during this period. We pay hotel accommodations for trainees living outside Minneapolis. Pilots are guaranteed a minimum of 75 hours pay per month. Starting first officer pay is \$22.81/flight hour, increased to \$27.35 at one year. Increases are then given each year upon the anniversary of the pilot's hire date. The current per diem rate is \$1.55/hour.

To apply, please visit us on-line at www.mesaba.com.

Minnesota Petroleum... Meeting The Needs of The Growing Self-Fueling Market By Land & By Air



Bret Swan

MINNEAPOLIS, MINN. – More and more fixed base operators and airports are realizing the benefits of installing self-fueling systems at airports, providing pilots and aircraft owners with significant savings, and operators with lower employee overhead. This

has created a niche market for companies like Minnesota Petroleum Services located in the Twin Cities and serving the Midwest aviation community, which provides computerized credit card fueling systems, as well as fuel storage tanks.

Owners Jerry Swan and his son, Bret, manage the company with a staff of 25 professional installers, sales representatives and clerical people.

“We are a relatively small company with good suppliers, so we all wear a lot of hats,” said Bret Swan as he looks over their 14,000 sq. ft. office and warehouse off Central Avenue in Northeast Minneapolis. The supply yard is filled with sections of piping and tanks which are ready for new installations and replacements. The company has just opened an office in Bemidji, Minn. as well, because of growing demand in that region.

Minnesota Petroleum Services was established in 1975 by Steve Hanson, who now works for the Swans. Jerry Swan purchased the company in 1997. Jerry previously worked as a government contract specialist with Ceridian Corporation (now General Dynamics).

Recent self-service installations have included airports in Roseau, Flying Cloud Airport in Eden Prairie, White Bear Lake, Princeton, and Blue Earth, Minnesota, and Northwest Airlines at Minneapolis-St. Paul International Airport (MSP). Minnesota Petroleum Services is currently installing a new system at the Maple Lake, Minn. airport.

Minnesota Petroleum Services has also been contracted by the airport engineering and consulting firm of Short Elliott Hendrickson (SHE) to install systems for many of their airport development projects.

Minnesota Petroleum Services installs both “bank card” systems for local and transient pilots, and “proprietary card” systems for airports, which serve only based aircraft. The controls on each unit are built by PetroVend Fuel Controls, Fuel Master and QT.

The typical network self-fuel system costs between \$12,000 and \$15,000, which is a modest invest-

ment when you consider the cost-savings to operators and pilots, and the system's 24-hour accessibility.

Fuel sales at airports that have self-service systems can increase because of the significant savings realized by aircraft owners. Savings of between \$.30 and \$.50 per gallon is common, and during these times of high fuel costs, any savings is appreciated by consumers. But the convenience of accessibility 24 hours a day, 7 days a week, 365 days of the year, and reduced labor costs, is important for both the consumer and the airport operator.

It is no wonder that more and more fixed base operators and airports are installing self-fueling systems, even at locations that offer full-service. Some customers don't mind pumping their own gas... others, such as high-end corporate pilots, prefer full-service.

Minnesota Petroleum Services has installed 600 gallon tanks, as well as

50,000 gallon tanks, and works from a growing customer base of 500 customers. Between new installations and servicing existing customers, Minnesota Petroleum Services is kept busy.

Bret Swan enjoys flying himself and owns a Cirrus SR20, which he bases at Minneapolis Crystal Airport in the Twin Cities. Swan uses his aircraft to visit installation sites, and to call on existing customers. He says that he has flown to multiple cities in the state in the same day, and is able to make it home safely each evening.

Bret's decision to buy a Cirrus was influenced by his uncle, Tom Sullivan, who is a sales representative with Cirrus Aircraft Design in Duluth, Minn.

The Swans see even greater improvements in fueling technology in the future, especially when it comes to environmental safety, says marketing manager, Steve Bednar, who has been with Minnesota Petroleum Services since 1999.

There have been considerable refinement in self-fueling systems over the years, and the newer systems are definitely more "user friendly," said Bednar. Probably the most important thing for fixed base operators and airport managers to remember is to change the filters and inspect the fueling equipment on a regular basis. If a fuel filter is not functioning properly, it will automatically shut down the system, said Bednar.

Each fuel storage unit is Thnec lined or they use stainless steel for jet fuel, and either steel or fiberglass for 100LL avfuel. All equipment is rated

by Underwriters Laboratory for its intended use.

The Environmental Protection Agency (EPA) requires single and double-wall full containment systems, and sump systems in the event of a fuel spill. 1998 was a heavy EPA deadline to ensure that new fuel tank requirements are being met. The fuel tanks are monitored electronically and also very well constructed these days.

"Aviation is absolutely more exciting than working on a project at the corner gas station," says Bednar. "If it has anything to do with the fueling of aircraft, from tanks to computer card systems, Minnesota Petroleum Services can help!"

For additional information, contact Steve Bednar, Jerry Swan or Bret Swan at 1-888-797-7677 or 763-780-5191. □

MATA Goes On Record Opposing Proposed Border Security Procedures

MINNEAPOLIS, MINN. – The Minnesota Aviation Trades Association (MATA) went on record to oppose a proposal by the U.S Customs & Border Protection (CBP) Agency (Docket Number USCBP-2007-0064) to implement an electronic Advance Passenger Information System (eAPIS) or any other electronic means approved by CBP, which would require a minimum of 60 minutes advanced notice before beginning a flight to or from the United States.

MATA President Kevin Doering told the CBP, that such a requirement would be impossible to comply with,

CONTINUED ON PAGE 39



MATA
MINNESOTA
AVIATION TRADES ASSOCIATION
"Working For Minnesota Aviation"

Membership Open To All
Fixed Base Operations & Support Services

JOIN TODAY!

WHY?

- Representation Before Government
- State Trades Conference
- Scholarship Program "Learn To Fly"
- Grants up to \$1,500 a year.
- Minnesota Aviation Industry News
- Aviation Directory
- Website

For more information
refer to the MATA website at
www.mnataonline.net
or contact Mike Higgins
at mike@exclusiveaviation.com
651-450-6200

Businesses Interested In Becoming A Cosponsor of "Minnesota Aviation Industry News"
Call 608-835-7063 or Email dave@midwestflyer.com

Minnesota Aviation Industry News is sponsored by

★ Academy College Minneapolis, Minnesota	★ Midwest Flyer Magazine Oregon, Wisconsin	★ Thunderbird Aviation Flying Cloud (FCM) Eden Prairie, & Mpls. Crystal (MIC), Minn.
★ B2W/Win Air Winona, Minnesota	★ Regent Aviation, Inc. St. Paul, Minnesota	★ Wright Aero, Inc. Maple Lake, Minnesota
★ Bolduc Aviation Blaine, Minnesota	★ Reigel & Associates, Ltd. Aero Legal Services Hopkins, Minnesota	★ Minn. Aviation Trades Ass'n Inver Grove Heights, Minn.

HELICOPTER SPECIALTIES FROM P. 32

operation. After Omniflight's move, a few employees worked for the company out of their homes in various support roles as avionics technicians, aircraft mechanics and pilots while trying to convince the owner of the need for a satellite facility in the region. Once they realized that this would not happen, these employees quit, including Freeman in 1998.

During this long period Freeman started working with the University of Wisconsin Small Business Development Center in Whitewater on a business start-up plan. This was very frustrating because Freeman knew the helicopter maintenance/completion business... he just did not know how to start a new business. Freeman also had two SCORE (Service Core of Retired Executives) representatives assigned to him as well. "This whole process took a huge amount of time and a lot of talking/selling," said Freeman, "but was well worth it for the business side."

Fast forward to the winter of 2000....

While Freeman was performing contract base mechanic vacation relief for Flight for Life in Milwaukee, the program director asked him if he would be interested in completing their new aircraft. He knew Freeman from his Omniflight days when Omniflight started their program in 1983.

"I gathered up some of my old Omniflight friends, had several meetings at my house, put together a proposal, and Flight for Life accepted it," said Freeman.

Freeman started with a rented hangar, Freeman's home computer, a fax machine, wire stamping machine, personal tools, and lots of caffeine. The first aircraft was completed in 6

months in about 4,000 man-hours. Flight for Life was so pleased that they gave Freeman their second aircraft immediately after the first one. Those two aircraft resulted in 10 months worth of work for their first year in business. Freeman and his crew have not looked back since.

Flight for Life's FAA Part 135 operator, CJ Systems Aviation Group, continues to send Helicopter Specialties its work as well, and they see Flight for Life several times a year for maintenance and upgrades. Helicopter Specialties is currently in the running for the custom work required of two new Eurocopter EC145 helicopters that Flight for Life has purchased. They currently receive work from four different operators with over 500 helicopters between them and many other owner/operators.

Currently, Helicopter Specialties has a staff of 15 technicians consisting of Freeman as president (avionics tech/A&P/IA, CFI-A, commercial fixed and rotor wing pilot certified); an office manager; parts manager; chief inspector; multi-faceted mechanics; structural/composite and cabinet fabricators; avionics technicians; a painter and a machinist, plus part-time help. This combines for a

total of over 200 years of helicopter experience.

Helicopter Specialties' FAA certificate carries 21 models of helicopters with avionics/airframe electrical installations, and pitot/static/transponder certifications. The company has four manufacturer's service center contracts: Bell, Eurocopter, Enstrom and Robinson covering 18 models of aircraft.

Helicopter Specialties recently completed a Eurocopter EC145 project for Gundersen Lutheran Hospital in La Crosse, Wisconsin. Highlights of that project include custom paint, single-pilot IFR with autopilot, MEGHAS EFIS, dual Garmin 430s, Garmin GMX 200, Garmin GTX 330, Garmin GDL69 satellite weather, ART 2000 weather radar, King KN63 DME, King KR22 marker beacon, three-panel Northern Airborne Technology audio/ICS system, Technisonic FM communication system, Globalstar satellite phone, Outerlink satellite tracking system, PS Engineering AM/FM/CD/DVD/MP3 player, external searchlights, strobe lights, custom internal LED lighting, NVG compatible cockpit and cabin, night vision goggles, Air Comm Freon air conditioning, 115AC

CONTINUED ON PAGE 39

**WATA Difference Is
Sponsored By These
Members & Affiliates:**



**HELPING TO MOVE
WISCONSIN BY AIR!**

GOLD
Cessna Aircraft Company
Milwaukee, Wis.

Rapco Fleet Support, Inc.
Hartland, Wis.

Midwest Flyer Magazine
Oregon, Wis.

SILVER
**Basler Turbo
Conversions, LLC**
Oshkosh, Wis.

BRONZE
Aero Insurance Inc.
Menomonee Falls, Wis.

Beaver Aviation, Inc.
Juneau, Wis.

**Bolduc Aviation
Specialized Services**
Minneapolis, Minn.

Brackett Aircraft Co.
Kingman, Ariz.

Dawley Aviation Corp.
Burlington, Wis.

Fond du Lac Skyport
Fond du Lac, Wis.

Gran-Aire, Inc.
Milwaukee, Wis.

Johnson Aviation Insurance
Madison, Wis.

**NationAir Insurance
Agencies**
Eden Prairie, Minn.

**National Air
Transportation Ass'n.**
Alexandria, Va.

NewView Technologies
Oshkosh, Wis.

Racine Commercial Airport
Racine, Wis.

Trimcraft Aviation
Genoa City, Wis.

West Bend Air, Inc.
West Bend, Wis.

Wisconsin Aviation, Inc.
Juneau • Madison
• Watertown, Wis.

**For Membership Application Call
920-303-0709**

Wisconsin Aviation Trades Ass'n
N46W23355 Lindsay Road
Pewaukee, WI 53072
www.wataonline.org

Sun 'n Fun

Aviation's Opener To Spring Flying!

by Dave Weiman

If the cold weather has gotten you down, and you long for EAA AirVenture, warm weather, and the fly-in season, don't wait! Exercise your airplane and fly down for Sun 'n Fun 2008, April 8-13, at Lakeland Linder Regional Airport, Lakeland, Fla.



This past April, Peggy and I flew our Skylane to Florida with friends who flew their Archer, and we had a blast! You can easily make it from the Midwest to Florida in one day, but we chose instead to stop and spend the night in Huntsville, Ala., landing at Madison County Executive Airport (MDQ). We arrived in Lakeland before 12:00 noon the next day.

The annual Sun 'n Fun Fly-In is a week-long event, and the second largest aviation event of its type in the world with EAA AirVenture in Oshkosh, Wis., being the largest.

So what is different between Sun 'n Fun and AirVenture? Its size for one thing. Sun 'n Fun has long been considered a mini Oshkosh, but it is growing. In fact, the smaller size of Sun 'n Fun has always been a big draw for pilots who dread larger crowds. But probably its biggest attraction for snowbirds is that it is held in a warm climate in the spring, and it's the first fly-in of the year.



FACER INSURANCE AGENCY, INC.



- Corporate Aircraft
- Personal Aircraft
- Rotorcraft
- FBOs
- Part 135 Ops
- Specialized Aviation Svcs
- Airports
- Flying Clubs
- Hangars

To receive unmatched service and begin a relationship with a team of professionals who know aviation insurance, call today!

800-727-2147

Also check-out **www.facer-ins.com**
See the versatility & services we offer via the web!

Facer Insurance...a name to know, a name to trust!



Exquisite Gull Lake Retreat *Grassy Point* Brainerd, Minnesota



Includes Floating Dock For Floatplane Owners... Close To Brainerd Lakes Regional Airport (BRD)

- Stunning 5,000 square foot log home with ultimate privacy
- Private gated bridges and driveway to 6-acre secluded peninsula
- Massive logs cut and imported from Yellowstone National Park area
- Floating dock for private floatplane access
- Panoramic 360-degree views of Gull Lake and waterways
- Over 3 years went into the design and building of this truly unique home
- Floor and roof systems using all log framing
- Spectacular vaulted ceilings showcase the great-room, loft and upper bedrooms
- Custom log stairways
- Diamond Willow custom log railings and bunk bed
- Whole house audio visual system with plasma TV's, DVD's etc...
- Beautiful lodge style custom, furniture is included.
- Custom pine cabinetry & window treatments
- Professional interior decorating for cozy north-woods ambiance
- Large heated garage and shop area with large mechanical room
- Jacuzzi Tub & Casa Blanca Ceiling Fans



***A truly unique find!
Amazing quality in every detail!
Completely furnished ready to enjoy!***

***EXECUTIVE LEVEL PROPERTY FOR SALE
651-674-5546***



Most of the aviation exhibitors at AirVenture also exhibit at Sun 'n Fun with the exception of some locals. There are 500 exhibitors at Sun 'n Fun, so everything you are looking for is there.

The daily air shows are at a level equal to those at AirVenture, with many of the big stars flying both events.

The performer lineup this year included Minnesota's own claims to fame, the Red Baron Pizza Squadron, Michael Wiskus and John Mohr; AeroShell Aerobatic Team; Bill Stein; Patty Wagstaff; Swift Magic Aerobatic Team; Michael Goulian; Aerostar Team; Major John Black; Freddie Cabanas; Matt Chapman; Kyle Franklin; Randy Harris; Brett Hunter; Iron Eagle Aerobatic Team; Greg Koontz; Michael Mancuso; Jim Maroney; David Martin; Dick McGlashen; Steve Oliver; Roger Buis (Otto); Walt Pierce; Kent Pietsch; Greg Poe; Manfred Radius; Red Eagles; Greg Shelton; Gene Soucy; Nikolay Timofeev; Gary Ward; Jacquine B. Warda; Tim Weber; E-Team; Jim Pietz; Bud Walker; and Matt Younkin in a special tribute to his father, the late Bobby Younkin in Bobby's Twin Beech. Bobby would have been proud!

New this year was the "Herpa DC-3," sponsored by Herpa Miniature Models, and flown by Dan Gryder. Gryder demonstrated the utility of the aircraft, including making fly-bys with one engine out. A hot air balloon rally was held on Saturday morning. The military brought out its arsenal on the weekend, including its front line fighters, bombers and transports.

Sun 'n Fun has 450 educational forums, seminars and workshops, led by recognized experts in a variety of aviation-related fields.

"Education is the hub around which the Sun 'n Fun Fly-In is built," said Sun 'n Fun President and Fly-In Chairman, John Burton.

"The enthusiastic exchange of information between exhibitors, participants and aircraft owners, plus the educational activities offered by the Federal Aviation Administration through their year-round facility here on the Sun 'n Fun campus, combines to create an unsurpassed aviation experience."

John Burton was vice president of corporate communications at EAA in Oshkosh, Wis., from 1984-99 before first being named managing director of Sun 'n Fun in 1999, executive director in 2000, and president in 2001.

Like AirVenture, Sun 'n Fun also has an aviation museum, but it is on a much smaller scale. The Florida Air Museum is Florida's "official aviation museum and education center." Sun 'n Fun itself is recognized as the largest

festival in the state, generating more than 35,000 hotel room nights and creating an economic impact in Polk County of nearly \$30 million per year.

This year, Sun 'n Fun opened the flightline to all fly-in guests. Previously, the flightline area was restricted to pilots or members of the Florida Air Museum or the Experimental Aircraft Association.

Also this year, Florida residents and active duty military were admitted to the fly-in for half price on Saturday, April 21, and Sunday, April 22.

For big-time entertainment, the fly-in featured country music star Aaron Tippin who performed Saturday night, April 21. Tippin is a pilot, and loves vintage biplanes and aerobatics, so performing at Sun 'n Fun was a good fit!

These special ticket prices and attractions combined to introduce guests to an unforgettable and affordable aviation experience, according to Burton. "That is part of our mission: to introduce people of all ages to aviation."

Light Sport Aircraft (LSA) were displayed just inside the main gate. Sparked by the LSA movement, Sun 'n Fun gave away a brand new American Flyer, manufactured by Mountain Aircraft of Nampa, Fla. The American Flyer is a high-wing aircraft, powered by a Rotax 912S.

The Aircraft Owners & Pilots Association (AOPA) displayed its 2007 "Catch-A-Cardinal" Sweepstakes plane, so members could get a good look at the aircraft, which may become their airplane later this year.

Friday was "AOPA Day," with \$5.00 off the price of a single-day admission. The largest pilot organization in the world has its own pavilion at Sun 'n Fun and was encouraging members to sign up for the pilot mentor program, "AOPA Project Pilot." AOPA also had a large petition against proposed user fees in which members could sign. When completed, the petition will be presented to Congress.

AOPA President Phil Boyer held a Pilot Town Meeting on Thursday evening at the Florida Air Museum Pavilion, and AOPA Air Safety Foundation Executive Director Brian Landsberg gave talks as well throughout the fly-in.

EAA Founder Paul Poberezny also made an appearance at the Florida Air Museum Pavilion with Kermit Weeks, owner of the Fantasy of Flight Museum in Polk City, Fla. The two reminisced the day in which Weeks landed his Pitts at the Burlington, Wis. airport where EAA had its maintenance facility when the organization was headquartered in Hales Corners, Wis. All Weeks had in his Pitts was his guitar, and another big check in support of EAA. For years, EAA had been receiving donations from Weeks, but



• Seaplane Rentals
• Seaplane Instruction
• Aircraft Sales • Flying Tours

763-783-2498 • SURFSIDE SEABASE, MINNESOTA - MAY-OCTOBER
www.adventureseaplanes.com • CENTRAL FLORIDA - NOVEMBER-APRIL



Central Aviation
Since 1953
• Painting • Detailing
• Restoration • Maintenance
920-261-1880
Watertown Municipal Airport • Watertown, Wis.



neither Paul, nor his son, EAA President Tom Poberezny, had ever met the man until that day. Years later, EAA built the Kermit Weeks Research Center located on the north side of Wittman Regional Airport in Oshkosh, in his honor.

Among this year's aircraft award winners from the Midwest were Bill Shaw of Edwardsville, Ill., who won the "Outstanding Silver Age Antique Award" for his 1931 Waco QCF (N9220J); Jim and Debby Clark of Chapman, Kan., won the "Outstanding Classic Aircraft Award" for their 1955 Piper Pacer PA22/20 (N20JC); John Ditchie of Glen Ellyn, Ill., won the "Outstanding In Type Contemporary Aircraft Award" for their 1966 Piper Cherokee PA28-140 (N7122R); Morris Poder of Hutchinson, Kan., won the "Outstanding Lightplane Award" for his 2004 Powerchute Pegasus; William Scheltema of Muskegon, Mich., won the "Best Low-Wing Homebuilt Award" for his 2005 Mustang II; Donald Austin of Columbus, Ohio, won the "Best All-

Wood Homebuilt Aircraft" for his 2006 GP-4; Mark Navratil of Marion, Iowa, won the "Outstanding Homebuilt Award" for his 2005 RV-8A; and William Johns of Paola, Kan., also won the "Outstanding Homebuilt Award" for his 2002 Johns SA-29.

Volunteers are a big part of producing an event like Sun 'n Fun, and for the past 10 years, cadets from the Royal Air Force Training Corps in Kent, England, have helped out. This year 42 cadets marshaled aircraft in the warbird area.

Approximately 160,000 people attend Sun 'n Fun each year with proceeds going to support year-round educational programs, and a growing scholarship fund, which ensures that aviation education is accessible to all.

For information on Sun 'n Fun 2008, refer to www.sun-n-fun.org, or call 863-644-2431, and remember to make your hotel reservations early, rent an RV, or camp out. The dates again are April 8-13. □

MATA OPPOSES BORDER SECURITY PROPOSAL FROM P. 34

as pilots fly to remote locations throughout Canada by land and water aircraft. There is limited infrastructure and a lack of reliable services in most of the Canadian backcountry. Phone service is spotty, and there is little if any Internet access, which would be required under this proposed rule.

"Currently, U.S. Customs require a minimum of 60 minutes advanced notice prior to arrival in the United States, and Canadian Customs requires 2 hours, which is 2 hours too long," said Doering. "Without access to a computer, combined with the current Air Traffic Control and Flight Service Station requirements to cross the border (i.e. flight plans, transponder codes), the proposed electronic notification process would in essence shut down the majority of general aviation flights to and from Canada and the United States. The proposal is not only unacceptable, but impractical, and if approved, would have a major impact on air transportation and commerce in both countries."

While MATA is against eAPIS, the organization welcomes dialogue on this very important topic, and is willing to work with the U.S. Customs & Border Protection Agency to do whatever it can to ensure the protection of our borders.

The Minnesota Aviation Trades Association (MATA) represents the interests of its member businesses, and their customers consisting of over 10,000 pilots and aircraft owners throughout the state of Minnesota. □

HELICOPTER SPECIALTIES FROM P. 35

system, vacuum pump, liquid oxygen, custom cabinetry with IV warmer, custom medical interior with Stryker Stretchers, custom incubator stretcher, and custom upholstery.

For additional information on Helicopter Specialties, call 608-758-1701, or refer to their website at www.helicopterspecialties.net. □

JOIN US

Midwest Flyer Canadian Fishing Fly-Out
August 20-24, 2008
Miminiska Lodge, Ontario
For Details
Email: dave@midwestflyer.com

Are you looking for
Private, Corporate or Commercial
Hangar Space
close to the Twin Cities?

The Osceola (KOEO) Airport, located on the scenic St. Croix River in Osceola, WI has immediate availability for buildable 50'x50', 60'x60' or larger commercial and corporate hangar sites with city water & sewer. Rental units are also available.

Benefits of locating at Osceola Airport include:

- New 5000 ft. Runway
- New PAPI
- New REIL
- Expanded Ramp Area
- New Taxiway scheduled for 2008
- 24-hour, Self-Service Fuel
- Aircraft Registration Tax is significantly less in WI versus MN

Only 15-minute flight from St. Paul, MN!

Contact Philip Mattison at
715-294-5512 for more information.

Gathering of Mustangs & Legends – If Not Now, Never!

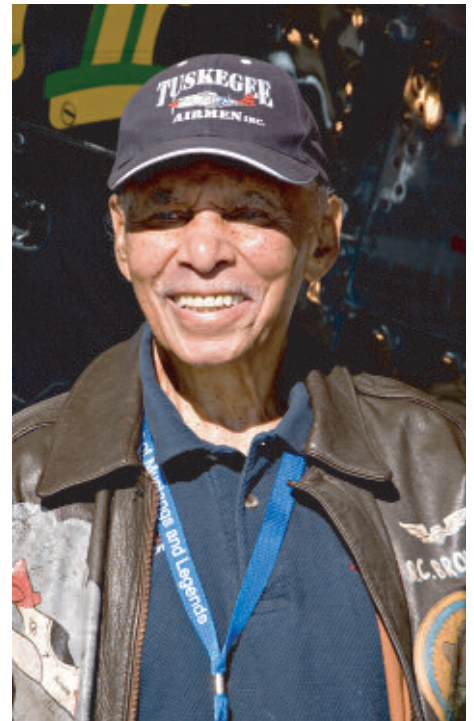
Photos & Story by Geoff Sobering



U.S. Air Force "Heritage Flight."

COLUMBUS, OHIO – The P-51 Mustang is perhaps one of the iconic machines of the 20th century. For many people, the P-51 is the quintessential "World War Two Fighter." So it's not surprising that an event centering on the Mustang would generate

intense interest. In 1999, Lee Lauderback and Angela West organized the first "Gathering of Mustangs and Legends" at their "Stallion 51" home-base airport in Kissimmee, Florida. It was a great success with 65 P-51s and 12 legendary pilots



Dr. Roscoe C. Brown's post-war achievements are as impressive as his flying with the Tuskegee Airmen, downing an Me-262, among other victories.

attending – the largest assembly since the Korean War. Eight years later, they decided to repeat the event on a larger scale: the target was 100 Mustangs – the largest assembly of P-51s in one place since WWII. Timing of the 2007 “Gathering” also coincided with the Air Force’s 60th anniversary, and was made a part of the USAF’s year-long anniversary celebration.

The 2007 “Gathering” was held September 27-30 at Rickenbacker International Airport (LCK), Columbus, Ohio. The selection of Rickenbacker as the site brought additional history to the event. During WWII, Lockbourne Army Air Force Base (renamed after Ohio’s Eddie Rickenbacker in 1974) was used for training B-17 crews, including many of the Women Airforce Service Pilots (WASPs), and after WWII, the famous Tuskegee Airmen of the 99th Fighter Squadron were stationed there. Since the Tuskegee Airmen are most closely associated with the P-51 and many WASPs ferried Mustangs across the country, this added another aspect to the “Legends” present at the event.

After nearly a year of anticipation, the first day of the “Gathering” was something of a wash-out (almost literally). A strong cold front moved through the lower Ohio Valley Thursday morning bringing torrential rains to Rickenbacker. I managed to arrive at the airport during the height of the downpour and ended up sitting in my car reading the outstanding program book until the rain moderated. Just before the sky opened up, and the airport closed, both the Raptor and F-15 demo teams managed to land. The Raptors taxied to the ramp just in time for the main deluge, and the lightning forced their support crew under cover. The aircraft sat with their canopies down and engines running for a while until it was safe for the ground crew to venture out and recover their aircraft. Luckily, behind the cold front was a large high-pressure system that built in over Thursday

afternoon and evening, bringing absolutely beautiful weather for the rest of the week!

The storm Thursday morning also kept many of the en route P-51s and other warbirds grounded at their last stop-over point, but planes arrived steadily over the course of the afternoon and evening. This made for quite a show as a wide spectrum of military aircraft landed on the 12,000 ft. main runway at Rickenbacker. Among the arrivals were the Thunderbirds’ F-16s, a C-5, C-17, B-17, P-51s (of course!), and some rare birds: a P-63 and the P-38 “Ruff Stuff.”

On Friday, the show really kicked into high gear. Thursday was nominally reserved for media, and the rain kept away all but the most hardened attendees, but Friday dawned sunny and warm and the crowds started arriving early – many people lining up at the gate more than an hour before the 8:00 AM opening. Unlike many air shows that feature a few hours of flying in the afternoon, things kicked off at 9:30 AM with a parachute landing of the American flag and “Star Spangled Banner,” followed by John Mohr’s amazing stock-Steerman aerobatic routine. From there on until the gates closed at 6:00 PM, there was almost always something flying in front of the crowd. In addition to high-powered aerobatic acts like Patty Wagstaff, John Klatt, Ed Hammill, and Michael Goulian, there were a number of P-51 performances, including Lee Lauderback’s solo routine, and “The Horsemen” formation aerobatics. For the “loud props and lots-of-smoke” fans, both the AeroShell Aerobatic Team and Red Baron Pizza Squadron performed.

Perhaps the highlight of the day was the three “Heritage Flights.” At a typical air show, there is usually one Heritage Flight flown right after the Air Combat Command (ACC) demonstration team’s performance. At “The Gathering,” there were three of the ACC teams present: the “Viper

East” F-16 Demo Team, the West Coast F-15 Demo Team, and the F-22 Raptor Demo Team. So, it was only natural to fly a Heritage Flight with each team. Of course, the “heritage” plane was always a P-51!

To make things even more interesting, the number of P-51s in each formation was increased for each flight. Viper East went first, and was joined by Vlado Lenoch in “Moonbeam McSwine.” Next came the West Coast F-15 team, followed by a formation with Humberto Lobo’s “Shangri-La” and Jack Croul’s “44-73420.” The final demo team performance was the F-22 Raptor; truly an amazing aircraft and an amazing performance by Major Paul “Max” Moga. You can probably guess the number of P-51s that formed up with Max and the Raptor: Stephen Grey’s “Twilight Tear,” Lee Lauderback’s “Crazy Horse,” and Jim Beasley’s “Princess Elizabeth.”

After all the demo teams and Heritage Flights, the Thunderbirds were almost anti-climatic. They did their usual outstanding job, and really got the crowd excited. Usually, the Thunderbirds are the last act in a show – not so at the “The Gathering;” there was still over an hour of flying left! Right after the Thunderbirds were recovered, a Kallitta Air 747 freighter landed (a treat for transport aircraft aficionados like me). Then planes started taking off: P-51s, P-47s, a P-63, a P-38, a B-17, B-25s, and the Lancaster. They did a number of fly-bys and gave everybody plenty of opportunities to get some great photographs in the late afternoon sun. There was a decent breeze blowing away from the crowd, so the smoke from Rich’s Incredible Pyro’s explosions and strafing runs blew away nicely. A perfect way to end the first day at Rickenbacker!

Saturday dawned warm and clear, just like Friday. Perfect air show weather – again! The only difference were light and variable winds instead of the steady “off-crowd” breeze on

Friday. Sometimes the smoke from the bigger acts would drift over the crowd and static display area pretty dramatically. The flying schedule was almost the same as Friday, so I took the opportunity and spent most of the morning and early afternoon wandering the huge static display area.

Of course, it's easy to concentrate on the spectacular shiny hardware arrayed at a show, but "The Gathering" is of both Mustangs and Legends. The organizers provided plenty of opportunities to see, hear, and visit with the special guests of the event. There were panel discussions, a chalet on the flight-line where (for a price) you could watch the air show and talk one-on-one with the various VIP guests, but my favorite was an unassuming tent in the "Heritage Pavilion" area where various legends would sit down and talk to whoever wandered in to listen; what a treat! All veterans have given to their country, no matter the details of their particular contribution. The presence of the WASPs and Tuskegee Airmen at "The Gathering" drove home the extraordinary resolve and sacrifice that many veterans have made above and beyond the normal sacrifices of service in the military. On Saturday, there was a particular tribute to the Tuskegee Airmen, when all the members of that group who were at Rickenbacker were presented to the crowd between the last Heritage Flight and the Thunderbirds' performance.

In addition to the massive collection of P-51s arrayed in two rows in the main display area, there were examples of all kinds of aircraft spread across the tarmac. I was particularly interested in the Canadian Warplane Heritage Museum's Lancaster bomber, one of only two flying examples in the world. I have a personal tie to the plane, since one of my uncles was very actively involved in its acquisition and restoration. I had a very interesting conversation with the flight engineer about the Lanc's behavior and quirks. For

example, the main landing gear tires rotate backwards as they are lowered, meaning that on touch-down they not only have to spin up, but actually reverse direction. I was also surprised to hear that the tail-wheel is permanently castering freely (no locking or steering capability). That combination makes crosswind landings a bit of a challenge.

Most of the P-51s were the bubble-canopy "D" model, but there were a number of less-common variants present on the flight-line: the P-51A "Polar Bear" (one of three flying), the dual-control TP-51C "Betty Jane" (only one in existence), and Kermit Weeks' P-51C "Ina the Macon Belle" (one of four in existence). In addition to the "stock" Mustangs, there were a number of Mustangs with various modifications: the Reno Unlimited Class racers "Precious Metal" (the only Griffon-powered Mustang), and "VooDoo" were parked on the flight-line, along with the dual-control "Crazy Horse" and "Crazy Horse 2." And while every Mustang has a story, there were a number that are better-known: Bob Hoover's "Ole Yeller" (now owned by John Bagley) stood out no matter where it was parked.

My personal favorite of the "unusual" Mustangs is "NACA 127." To a casual observer it appears to be a mundane P-51D. However, closer examination of the wings shows a unique modification – a raised panel attached to the wing at mid-span with some small funny looking objects sticking out of it. Closer examination reveals that the machine guns have been removed and replaced with a collection of precision scientific instruments. These modifications came about because in 1945, NACA ("National Advisory Committee for Aeronautics," the precursor of NASA) was having difficulty gathering data on the transonic speed regime. Wind tunnels of the day were not able to generate the required airspeed, but enterprising engineers realized that the flow over the top of a

wing is substantially faster than the aircraft's nominal airspeed. By mounting small models on the wing, and having the plane execute a steep dive to around 475 mph, they could gather a few moments of supersonic data. Another external modification of the NACA P-51s is the taller tail fin (like P-51H) to give the plane more stability at high speed.

The static displays weren't only classic WWII aircraft. The U.S. Air Force brought a remarkable collection of contemporary fighters, bombers, and transport planes. On the other end of the display area, FedEx had an Airbus 310 freighter on display, not to mention the various "working" aircraft at the freight terminal. As an aficionado of transport aircraft, and especially those of the jet age, I was fascinated to be able to trace the evolution of turbofan jet engines just by wandering around the static displays. From the early small-diameter fan of the Pratt & Whitney TF-33 (a.k.a. JT3D) on the B-52, through the GE TF-39 (the first high bypass ratio fan-jet) developed for the C-5, and ending up with the thoroughly modern CF-6 used on the C-17.

Summarizing an event like the Gathering of Mustangs and Legends is really tough. There was so much to see and do that the memories blur together into one hazy recollection; without photographs and some notes I made, it would be hard for me to describe it in any detail. It was a tremendous event, and one which will likely not be repeated again. With the diligent effort of Mustang owners, it may be possible to assemble the planes together, but unfortunately, time marches on for the veterans of WWII. The organizers, volunteers, performers, and all the aircraft owners should be congratulated for pulling together such a unique event. Oh, and one last tidbit: the total number of Mustangs missed the goal of 100, but there were 76 flying P-51s and one project plane trailered in. Tremendous! □

CALENDAR

Send the date, times, location
(include city, state & airport I.D.),
and contact person's telephone number,
address & email address for reference.

First 15 words FREE!

\$.50 for each additional word.

Mail listing with payment (if any) to:

MIDWEST FLYER MAGAZINE • P.O. Box 199

OREGON, WI 53575-0199

or email: dave@midwestflyer.com
(if 15 words or less)

**NOTAM: PILOTS, BE SURE TO CALL AHEAD
TO CONFIRM DATES AND FOR TRAFFIC ADVISORIES.
ALSO USE ONLY CURRENT AERONAUTICAL CHARTS
FOR NAVIGATION AND NOT CALENDAR
LISTING INFORMATION**

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

DECEMBER 2007

- 14 OSHKOSH, Wis. - Wright Brothers
Memorial Banquet. Speaker Burt Rutan.
920-426-4800.

JANUARY 2008

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

FEBRUARY 2008

- 1-2 Novi, MICH. - Great Lakes Aviation Expo

& Conference. 248-348-6942.
www.GreatLakesAviationConference.com
16* WISCONSIN DELLS, Wis. - Mechanics
refresher and inspection authorization
(IA) renewal seminar at Kalahari Resort.
For more info 608-267-7110 or
tamara.weaver@dot.state.wi.us.

MARCH 2008

- 1* WISCONSIN RAPIDS, Wis. - Wisconsin
Ultralight / Light Aviation Safety Seminar
at Hotel Mead from 8am-9pm. 715-536-
8828. kruegerfly@aol.com
2-4* FARGO, N.D. - N.D. State Aviation
Convention "Gathering of all Aviation
Fields" at Ramada Plaza Suites.
701-328-9650. www.ndac.aero
13-15* SAN DIEGO, CALIF. - International Women
in Aviation Conference at the Town &
Country Resort & Convention Center.
www.wai.org or call 937-839-4647.
24-25* BROOKLYN CENTER, MINN. - Minnesota
Aviation Maintenance Conference at the
Earle Brown Heritage Center. Register
online at www.regonline.com/148437.
800-657-3922 x7181
www.dot.state.mn.us/aero

APRIL 2008

- 8-14 LAKELAND, FLA. - Sun 'n Fun Fly-In.
Lakeland Linder Regional Airport.
863-844-2431. www.sun-n-fun.org
23-24 WEST DES MOINES, IOWA - Iowa Aviation
Conference at Sheraton West Des
Moines Hotel. For more info iawings.com
Registration, Sue Heath 515-727-0667.
23-25* BLOOMINGTON, MINN. - Minnesota Airports
Conference. Contact Judy Meyers at

800-657-3922 x7232 or
judy.meyers@dot.state.mn.us

MAY 2008

- 3* BLOOMINGTON, MINN. - Minnesota Aviation
Hall of Fame at Thunderbird Hotel.
Contact Noel Allard at
nallard@unitelc.com
5-7 APPLETON, Wis. - 53rd Wisconsin Aviation
Conference at the Radisson Paper Valley
Hotel. www.wiama.org/conference.htm.
Contact Pete - 715-358-2802.

JULY 2008

- 28-8/3 OSHKOSH, Wis. - EAA AirVenture.
www.airventure.org

AUGUST 2008

- 7/28-8/3 OSHKOSH, Wis. - EAA AirVenture.
www.airventure.org
20-24* MIMINISKA LODGE, ONTARIO - Midwest
Flyer Canadian Fishing Fly-Out. For
details email dave@midwestflyer.com or
call 608-835-7063. Limited to first 20
people!

NOVEMBER 2008

- 5-8* SAN JOSE, CALIF. - AOPA Expo.
www.aopa.org

**EMAIL (info@midwestflyer.com)
YOUR FLY-IN DATES TODAY!!!!**

2008 Midwest Flyer Canadian Fishing Fly-Out

Enjoy Camaraderie With Fellow Aviators & Great Fishing!

*Miminiska Lodge, Ontario (CPS5) * August 20-24
On Beautiful Lake Miminiska, Along The Albany River*



For Details, Rates & Registration Form
Email dave@midwestflyer.com
or Call 608-835-7063
Limited To First 20 People That Register!
www.wildernessnorth.com

AN ATTORNEY THAT KNOWS AVIATION!

**For aviation legal matters,
don't waste time and money
educating an attorney
about aviation, when you can hire
a pilot /attorney with experience.**



**Greg Reigel - Aviation Attorney
Reigel & Associates, Ltd.**

- ★ FAA Regulatory/Certificate Actions
- ★ Aviation & Commercial Transactions
- ★ Licensed In Minnesota & Wisconsin
- ★ Member, AOPA Legal Services Panel

(952) 238-1060

**Email: greigel@aerolegalservices.com
WWW.AEROLEGALSERVICES.COM**

Aeronautics Report

Wisconsin Bureau of Aeronautics

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

David M. Greene, Director

(608) 266-3351



www.dot.wisconsin.gov

Airport Traffic Patterns

by Jeff Taylor

WisDOT Aviation Consultant

Do you always fly the appropriate traffic pattern? I'm sure your immediate response is "yes," but we have all seen some interesting approaches and departures from airports, so we all know everyone is not on the same page when it comes to flying a traffic pattern and communicating with their fellow pilots. There are three common errors pilots make when flying at non-towered airports: inappropriate pattern entry or exit; failure to make accurate position reports at the appropriate time; and impatience.



Jeff Taylor

The rules and procedures for approaching or departing an airport are based not only on logic or common sense, but also on courtesy, and their objective is to keep air traffic moving with maximum safety and efficiency. While it may come as no surprise that mid-air collisions typically occur where airplanes congregate – close to airports – the fact they usually occur on good VFR days seems contrary to the notion of our ability to see-and-avoid other aircraft. Surprisingly 82% of the mid-air results from a faster aircraft overtaking and hitting a slower moving aircraft and 78% of the midair collisions that occurred around the traffic pattern, happened at non-towered airports.

Inappropriate Pattern Entry

For many pilots, entering a traffic pattern is a bit of an art. The best time to begin thinking about how you will enter your destination's traffic pattern is during your pre-flight planning. A thorough review of the Airport /Facility Directory (A/FD) will begin to familiarize you with the frequencies the airport uses and runway layout that will help you develop a game plan for how you will approach the airport given the current forecast. Also, determine if right traffic has been established for any runways. Wisconsin has 23 runways at 14 airports where a right-hand traffic pattern has been established.

Where can you find this important information? The A/FD lists "Right traffic" at the end of the runway data notation, and 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. 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. WisDOT Bureau of Aeronautics also publishes a poster listing airports with right-traffic that can be found on our web site at:

<http://www.dot.wisconsin.gov/travel/air/docs/rhand-traffic.pdf>

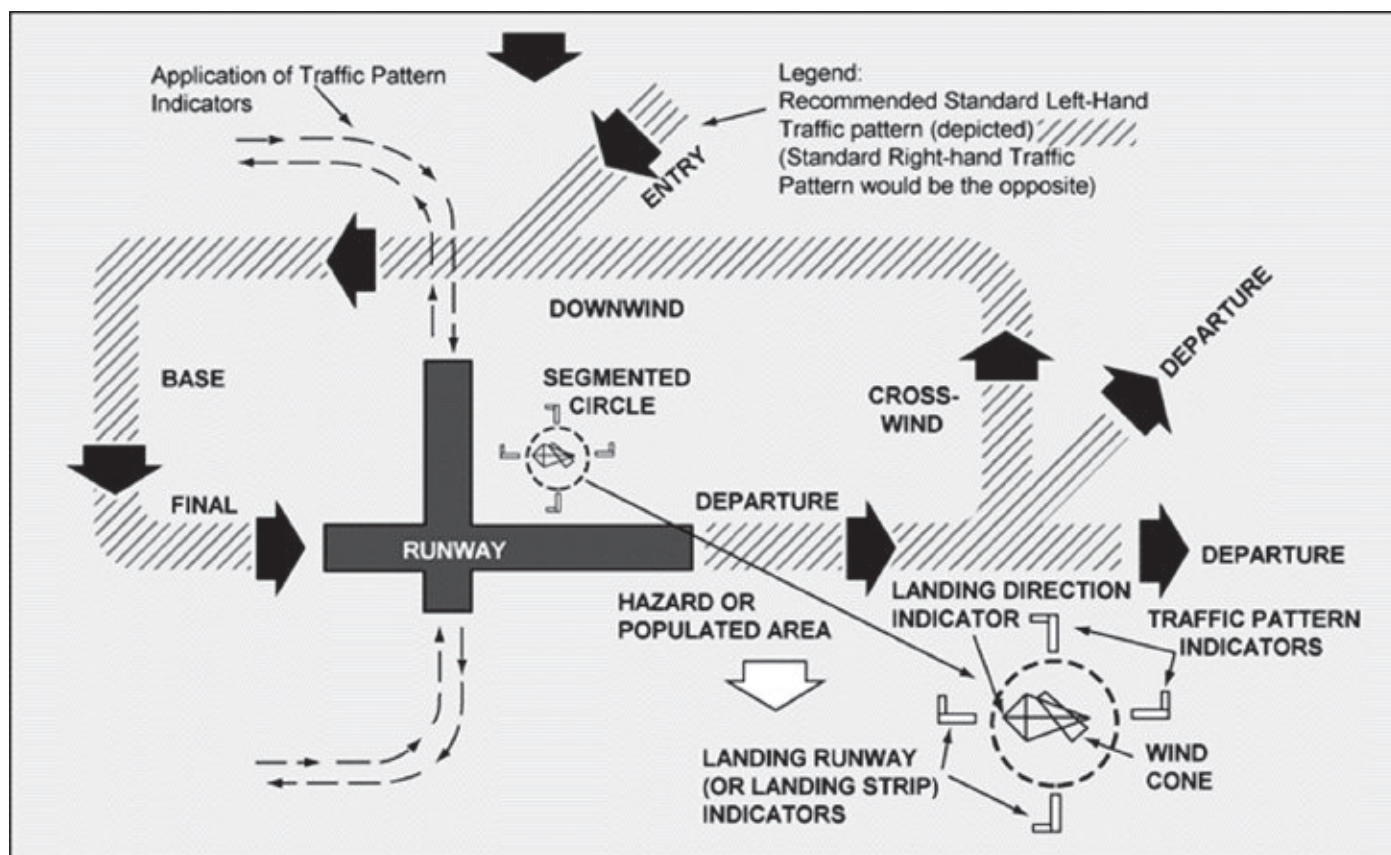
Your entry begins when you are within 10 to 15 miles of your destination. At this time you should make your initial call on the appropriate CTAF frequency. With this call, you should give your aircraft identification, location, altitude and intentions.

Remember to finish all calls with the name of the airport so you don't confuse other pilots operating within radio range at other airports. The preferred arrival begins with an over-flight of the field, descending away from traffic using clearing turns (remember – see and be seen) and entering at a 45-degree angle to the downwind. There may be times and situations when other entries make sense, but many conflicts and midair collisions can be traced to inappropriate pattern entry. Always ask yourself, "Is my decision based on safety or convenience?"

Traffic Pattern Position Reports

Among the common errors many pilots make are failing to monitor the CTAF frequency, not making their initial call-up early enough, and failure to make all of the recommended calls as suggested by the AIM. While some pilots may not make all of the required reports, one call I still hear that the AIM specifically states is not a recognized self-announce report is the infamous, "Traffic in the area, please advise." In my opinion, this is one of the biggest wastes of frequency bandwidth I can think of. Tune in the CTAF before you need to start making your reports and you will hear the other pilots making their reports and there will be no need for this meaningless report.

Refer to the traffic pattern diagram on page 45 for locations where recommended traffic pattern position reports should be made. I prefer to make my call, and then begin the turn. It's easier for other pilots to see



an aircraft banked in a turn, and by giving my position first, it gives them a chance to look in my direction.

Communication discipline is key to successful operations, but keep in mind that radios are not required for operations at non-towered airports, so just because you don't hear position reports, it doesn't mean you are the only aircraft at that airport.

Impatience

Pilots often succumb to the temptation to deviate from recommended practices simply because they are in a hurry. They tell themselves, "just this once," but over time, these deviations become common practice. When operating at a towered airport, it's air traffic control's job to create a sequence for takeoffs and landings, but at non-towered airports, pilots too often don't make the effort to get into a sequence with other aircraft. They sometimes take the shortcut

and skip flying the recommended traffic pattern departure procedure and make a right turn exiting the pattern shortly after takeoff, instead of climbing straight out on the upwind through pattern altitude before turning on course. By taking this shortcut, they have created an unsafe scenario, which the accident statistics reflect: the majority of midair collisions occur with aircraft less than 500 feet AGL.

Wisconsin's 128 non-towered airports offer easy access to a wide variety of recreational opportunities that help power the state's economically vital tourism industry. However, flying in and out of non-towered airports can challenge a pilot's decision-making process. Whichever environment you fly in, don't become a statistic. Ensure safe entry into an orderly flow of traffic, comply with the guidance in place, remain vigilant for other aircraft, and be prepared to handle the unexpected.

For further information, the following references offer a comprehensive summary of recommended communications procedures at airports without operating control towers.

- AC 90-66A - Recommended Standard Traffic Patterns And Practices For Aeronautical Operations At Airports Without Operating Control Towers.
- AC 90-48C - Pilots' Role In Collision Avoidance.
- Aeronautical Information Manual (AIM) Chapter 4-1-9. Traffic Advisory Practices At Airports Without Operating Control Towers.
- AC 90-42F - Traffic Advisory Practices At Airports Without Operating Control Towers.

Remember, takeoffs are optional; landings are mandatory! □



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

Gary E. Workman, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

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

651-234-7200 or (toll free) 1-800-657-3922

Holidays & Safety

by Gary Workman, Director

Mn/DOT Office of Aeronautics

As we approach the height of the holiday season, it is vitally important to everyone to pay close attention to "safety." Whether working, playing, or flying from point A to point B for the proverbial \$100 hamburger, it is every individual's responsibility to be alert to, and practice safety at all times.



Gary E. Workman

It isn't just in aviation that this is important. This is the season of ice and snow. Just getting to your car to go to the airport can be something of a challenge when conditions are slippery. We must always be alert to changing conditions and the necessary safety adjustments that must be made. For instance, slowing down on the road when visibility is low or traction is marginal. Yes, it is just common sense, but how many cars end up in the ditch each year because the driver failed to use good judgment and practice good safety habits?

It is no different for pilots. Every move you make with an airplane under power has the potential of affecting safety for you or others around you. You are the one responsible for your actions and safety should always be a guiding factor in the choices you make.

Being prepared for the cold of

winter, whether flying or driving, is extremely important. If you get stranded in your car or if you have an off-field landing, are you prepared to spend the night in the cold?

Do you have a survival pack, including food, water, first aid, and at least a sleeping bag, if not a tent, in your car and aircraft? If you have one, do you know how to use everything in it, especially the first aid kit? Be sure to inspect your pack before placing it in your vehicle or aircraft. Make sure nothing is expired or about to expire. Be sure your batteries, etc., are fresh. Take nothing for granted!

My goal is to get you to think

about these issues and to take appropriate action to assure you are thinking about safety and you are prepared to handle situations by doing some preplanning. There are many very good informational sites on the Internet that provide lists and guides for building and packing your survival kits, and some even tell you where to get the items you'll need.

The point is, we want you to be safe so you can enjoy this holiday season and the joy of flight!

From all of us at the MNDOT Office of Aeronautics, best wishes during the holidays and throughout the New Year! □

The Importance of Succession Planning

by Dan McDowell

Public Affairs Coordinator

Succession planning is not a new idea. It has been used by companies and organizations for many, many years with great success. Building a succession plan is a good, proactive approach to organizational management, and reflects a strong strategic vision for the organization.

The smooth transition of the leadership of any business or organization is a critical factor in its continued success. Failure in the transitional phase of leadership change can lead to possible decline, or even the failure of that business or organization. The change from one leader to the next should, for all intents and purposes, appear to be seamless to the majority of the business members and customers, if it is done correctly.

The problem that exists in a major-

ity of companies and organizations is that despite its importance, planning for succession of leadership is too often not accomplished in a timely manner, if at all.

So what does this have to do with aviation? Everything! If you are an airport owner/operator/manager; if you have an airport business; or if you are the current leader of an aero club, you need to prepare a succession plan.

What is succession planning?

Succession planning is, quite simply, the process of identifying and preparing suitable members through training, mentoring, and job rotation, to replace key personnel, such as the CEO, Senior Manager/Director, President, Vice President, Treasurer, or

any key managers within the organization as their tour of duty expires, or in case an individual is called away, leaves, or dies. Think of succession planning as doing a thorough “walk-around” for your business.

Proper succession planning requires periodic review by senior level leaders of the organization and those in the next lower level of the organization’s leadership structure. This is done to assure that the plan is current and updated as needed. People come and go, and the conditions of life could easily change at any time. If that happens, the one who was being groomed for leadership may leave because of work, health, military or family reasons, for instance. That would leave a gap that needs to be promptly filled.

With regular updating of the plan, there should be people in the line of succession that can move up and quickly take on the mantle of new leadership. This makes the transition smooth and creates the least negative impact to the organization, or company and its customers.

Many people are uncomfortable thinking of their retirement, their aging, and their own mortality. Still others allow themselves to believe they are too busy to develop a plan that provides a replacement for them when they depart. Putting off the plan for succession until “another day” most often leads to a failure to plan, and can thus create a significant gap in leadership succession.

Without a plan in place and one or more people in the “pipe line” training for succession, the untimely death or departure of a leader could bring about a crisis for the organization. Throwing a “body” into that leadership vacuum when it is clear that the individual is simply the stop-gap person, will not relieve the crisis, and in fact could cause polarization within the company organization. This in turn will make the repair effort even more difficult for the new (permanent) leader.

Some experts advise – the plan

itself – “should be a process, rather than a single event.” Some succession consultants recommend a three-to-five year plan while others advocate five to 10 years. Early and adequate planning allows you to test the plan and the potential successors. It also allows you a degree of flexibility as the organization and conditions change. But you should not lose sight of the intended goal.

Best Practices

In an ideal situation, the personnel being groomed for positions (as well as the current leadership personnel) should receive continual training and education. It should come from external as well as internal sources. The external sources should have the proper expertise your organization needs, but these experts should not necessarily be members of the organization itself. Ideally they should be working/teaching in the industry. This helps to bring a different (fresh) perspective to the plan. It should not become stale or outdated, as can happen when only internal sources are relied upon.

Organizations that show continued success, growth, and even prosperity, rarely if ever rely solely on internal

sources for their continued education and training. Again, bringing in a mix of internal and external information/education sources demonstrates solid strategic planning and vision and good tactical operation practices.

Members being groomed should have a personal development plan in place and in operation. These plans should be reviewed annually at the least and updated as necessary to help assure the individual is on course and accomplishing the needed educational and training goals in a continually progressive manner. That does not mean that members should not complete courses/training in areas outside their given track. In fact it is recommended that when possible, members should take training in areas of interest that will aid them in being more organizationally rounded and motivated.

Training tools and materials must be readily available for the members in general, but it is very necessary to have those things in place for the individuals being groomed. Without ready access to them, the member could easily be side tracked, distracted, or be pulled so far off track that it is not desirable to them or the organization to spend the time and resources to attempt to move them back on track. Hopefully that is a rare occurrence.

AIRCRAFT ENGINE HEATING MADE EASY! E-Z HEAT, Inc.

— America's Finest Preheat System Since 1984 —

AIRCRAFT ENGINE PRE-HEATER

End your cold weather starting problems and reduce

pre-mature engine wear with PROVEN E-Z Heat Engine Pre-Heater

• Heats ENTIRE engine in about 4 hours, through conduction, the safest means of heat transfer available.



E-Z HEAT, Inc.

779 Lakeview Dr., Chetek, WI 54728

Fax: 715-924-4401

- FAA accepted, No STC or 337 form required.
- Easiest to install of any pre-heat system.
- Thermostatically controlled, compared to other preheaters which are not. No danger of oil carbonization.
- NEW Double insulated engine blanket & prop covers now available.

For more information, call or see website

1-800-468-4459



www.e-heat.com

11 MODELS – BECAUSE EACH ENGINE IS DIFFERENT!

Be sure your plan spells out what equipment, materials and other personal assets you, as the current leader, have brought to the organization and use for local purposes. This is especially important if you retain ownership and intend to take these items with you when you step down. Doing so will prevent confusion and discord when your term ends.

Don't build your plan in a vacuum. Make sure you bring in your potential leaders and give them the opportunity to weigh in with their suggestions, ideas, and opinions. Also make sure the person you plan to groom is totally aware of the process and what he or she is going to need to accomplish it, and to be sure the plan is followed correctly. Also do not simply write down a person's name as a successor in any position and never tell them. First of all, they may not feel qualified when the time comes, and in fact they may NOT be qualified, and the surprise of being "promoted" to a leadership position could be overwhelming if they are unprepared. That could result in their refusal to accept the position and it could escalate to the loss of that individual.

When a person is selected to be a

successor, it is vitally important to the success of the person, the position and the organization, to be fully aware of this person's strengths and weaknesses. As mentioned earlier specific training should be provided over time to aid this individual in his/her growth and preparation for the new position.

Beyond the organizational requirements, training and experience specifically targeted to strengthen those known weaknesses should also be provided. Failing to address these issues within the plan in a way that does not overburden the individual, will leave the door open for their failure once they have assumed the new role.

...And One More Thing

"Research shows that effective leadership and regular exercise are strongly linked. Executives who exercise are rated significantly higher by their coworkers on their leadership effectiveness than non-exercisers. In addition to the health benefits, exercisers score better than non-exercisers in all leadership categories including organization, credibility, leading others and authenticity (European CEO,

December 2006)."

In a short article titled LEADERSHIP FOR LONGEVITY produced by the 2007 Center for Creative Leadership, it said "Interestingly, when asked about other senior leaders in their organization, only 33 percent believe their counterparts serve as role models. As we attempt to lead and live in an increasingly complex world, improved levels of stress, health, diet, and fitness will be essential to ensure a sustainable and productive career."

Using the words of Robert Fulmer, academic director for Duke Corporate Education, "...successful succession management is not a static target. Outstanding practices stay outstanding by continuously refining and adapting to meet changing circumstances."

Now, hopefully, you can clearly see the importance of succession planning. If we want aviation to thrive, it must be a team effort. Everyone, whether a pilot, mechanic, business operator or airport manager, must work in positive ways to assure there are people in the pipeline for general aviation, to become the next generation of aviation professionals and leaders. □

AWARDS & RECOGNITION

Finley, Hendrickson, Hinz, Klosowski, Neuman & Quigley To Be Inducted Into 2007 Minnesota Aviation Hall of Fame

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame will induct six Minnesotans at the 2007 investiture ceremonies and banquet, May 3, 2008 at the Thunderbird Hotel in Bloomington, Minnesota. The honorees are: *Ethel Meyer Finley*, a Lake City, Minn. native, who enrolled in a Civilian Pilot Training program in Winona, and joined the Ferry Command as a Women Airforce Service Pilot (WASP) in 1943; *Norman Hendrickson*, a Minneapolis native, who spent his off hours repairing and maintaining Commemorative Air Force aircraft; *Donald Hinz*, a St.

Paul native, who flew A-4 Skyhawks and A-7s in the U.S. Navy and created U.S. Fighter Squadron and was the guiding spirit of the Red Tail Project to tell the story of the Tuskegee Airmen; *General Raymond Klosowski*, a Moose Lake native, who became a fighter pilot with the Duluth Air National Guard and earned the rank of General and Commander of the Duluth unit; *Daniel Neuman*, who earned his pilot certificates in the 1930s, flew C-46 cargo planes in the Air Transport Command, and spent a career as a Northwest Airlines Captain; *Joseph Quigley*, a

Minneapolis native, who began an aerial photography career in 1925, barnstormed and joined the 109th Air Guard, running their photo operations.

In addition to the inductees being honored in May, the Hall of Fame will present an award for the Best Aviation Writing by a Minnesotan for 2007 to Jurgen Fohlmeister for his classic book, "Polar Flight," documenting a journey across the North Pole from Minneapolis to Norway.

The annual award for "Best Aviation Art" by a Minnesotan will be presented to Kenneth Fox.

The Hall of Fame will also honor two young persons with scholarships to pursue careers in aviation.

Reservation materials will be available after January 1 by contacting Noel Allard at nallard@unitelc.com. □

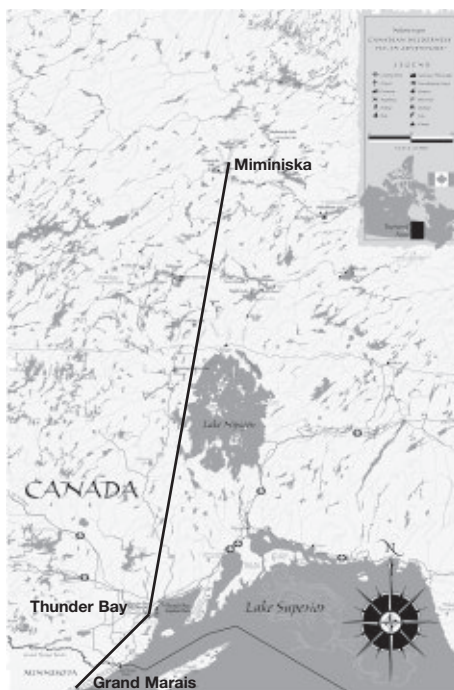
Green Turf Ahead, Then Touch Down, Miminiska Lodge... Canadian Wilderness Welcomes Pilots On Midwest Flyer Canadian Fishing Fly-Out!

by Dave Weiman

The storm was nearing Miminiska Lodge as Bill Holley and Pete Aarsvold made their visual approach to Runway 27 in Bill's turbo Piper Saratoga. Immediately upon landing, they took shelter beneath the wings of their aircraft, and immediately after Phil Peterson and his son, Mark, landed, they huddled beneath the wings of their Piper Archer, along with lodge manager, Katie Howe, who was there to greet the newest arrivals. Dick Doerfer and I were trailing an hour behind in my Cessna Skylane because of a slight delay with Canadian Customs at Thunder Bay, and our need to skirt an isolated thunderstorm 100 miles south of Miminiska. Other members of our group arrived earlier, and the weather cleared for a wonderful week of fishing, fine dining, and fantastic flying adventures!

It was Wednesday, August 22, 2007, the beginning of the three-day, four-night "Midwest Flyer Canadian Fishing Fly-Out" to Miminiska Lodge, located 196 nm north of Thunder Bay, Ontario, on Miminiska Lake along the Albany River.

A number of us met up that morning at Middleton Municipal Airport-Morey Field (C29), west of Madison, Wis., to fuel up, check weather, file our flight plans, and call Canadian Customs with our ETAs into Thunder Bay. Our first leg was to Grand Marais, Minnesota (CKC) to top off our tanks one last time before crossing the border. Since we all departed at approximately the same time, we all took different routing and altitudes above an overcast layer at 4,000 feet. Some headed north to Rhinelander and then west to Duluth and up to Grand Marais... Others flew northwest to La Crosse, then north to Duluth and on to Grand Marais. You



know the feeling... bright sunshine above a blanket of white clouds, and the thought that you are on vacation!

Once we got 50 miles north of Duluth, we lost traffic advisories with Minneapolis Center. We continued along the north shore of Lake Superior in excellent VFR conditions. As often is the case, morning fog hung out over Lake Superior to the east, but the Grand Marais airport, located a few miles inland, was in the clear!

When we landed at Grand Marais, airport manager and aircraft restorer and technician, Rodney Roy, greeted us. I had not seen Rod and his family since I announced an airshow in his hometown of Hampton, Iowa in 1994, which he helped produce for many years with local dentist, Dr. Paul Sensor. Rod and his wife, Dottie, moved their family to Grand Marais about 10 years ago to be in lake country where they owned a cabin.

Their business, Roy Aero Service, has restored many award-winning

vintage aircraft, including Paul Sensor's 1936 Stinson 8E, which was once owned by actress and author, Ruth Chatterton.

We topped off our tanks, ate sandwiches, and contacted Princeton Flight Service to file our flight plans for the short 30-minute flight to Thunder Bay, Ontario. All international flights require that you get a discrete transponder code, either from Air Traffic Control or indirectly through Flight Service in the air or on the ground. When you get a transponder code from Princeton FSS, it is only good for 1 hour from the time they assign it to you. Also when crossing the border, the FAA requires that the pilot talk to either Air Traffic Control or Flight Service. Once over the border, VFR aircraft are required to change their transponder code to squawk 1200.

Knowing the procedures to follow, and then completing them successfully, is part of the experience and challenge of making an international flight.

Each year before I fly to Canada, I review as much information as possible. If I have a question, I will speak with U.S. and Canadian Flight Service Stations, Customs, and Minneapolis Center, as well as fixed base operators at each scheduled stop along our route of flight to check on fuel availability and services. I also make sure that all of my pilot and aircraft documentation is in order, and order my annual U.S. Customs aircraft decal well in advance of the trip.

Aircraft decals can be ordered online at www.cbp.gov (click "Travel" tab, then "User Fee Decal Program," then "Apply Online for Decals"), or you can request that the form be faxed or mailed to you by calling 317-298-1245. The U.S.



Customs decal office's email address is decals@dhs.gov, and fax: 412-234-3541. Mail: Bureau of Customs & Border Protection, Decal Program

Administrator, P.O. Box 382030, Pittsburgh PA 15250-8030. After your first year, you will automatically receive a renewal application the following year.

Canada also requires that each aircraft entering their country have a valid Radio Station License and the pilot, a Radio-Telephone Operator's Permit, available from the Federal Communications Commission. To order online, go to



wireless.fcc.gov/aviation/fctsht4.html (Form #605, and Code: "ac" for Aircraft Radio Station License, and "rt" for Radio-Telephone Operator's Permit), or call 877-480-3201, or 888-225-5322. If you have any difficulty, you are urged to contact AOPA at 1-800-USA-AOPA. The Radio Station License is \$110.00 and is good for 10 years. The Radio-Telephone Operator's Permit is \$60.00, and good for a lifetime!

2007 was also the first year that U.S. Customs required a passport in order to re-enter the United States, and you can get a passport through



MINNESOTA STATE UNIVERSITY MANKATO



Earn a bachelor's degree in Aviation

Concentrations offered in Professional Flight and Aviation Management

For more than 35 years, Minnesota State Mankato has prepared aviation professionals for successful careers! Our students enjoy a supportive and educative atmosphere while pursuing their aviation goals. We are pleased to announce:

- > New fleet of aircraft including DA-20s, Warriors and Seminole
- > Technically advanced avionics

- > Flight instructor opportunities available to all students who complete our flight training program

- > Flight instruct while completing college degree
- > Great internship opportunities

karla.worden@mnsu.edu • www.mnsu.edu/aviation • 507-389-6116

A member of the Minnesota State Colleges and Universities System. Minnesota State Mankato is an Affirmative Action/Equal Opportunity University.

A new era in professional aviation education



the U.S. Postal Service.

While the entire route of flight from Thunder Bay to Miminiska is on the Thunder Bay VFR sectional chart, it is a good idea to also order the aeronautical charts adjacent to that chart, such as Big Trout Lake, Winnipeg, Flin Flon and Sault Ste Marie, so you have them in the event you have to divert for weather. It is also essential that pilots have a copy of the Canadian Flight Supplement, which besides being a nationwide airport directory, contains a lot of information in general about Canadian flight procedures, emergency procedures, and search and rescue procedures (refer to Section F). The Aircraft Owners & Pilots Association (AOPA) also has a wealth of information available on their website www.aopa.org.

Although flying in the Canadian bush is a lot easier and



DMFS
DES MOINES FLYING SERVICE, INC.

www.dmfs.com

CHICAGO
Piper

www.chicagopiper.com

Authorized Factory Sales & Service
Huge Piper Parts Inventory

Jack Peter
Cell 515-360-4665
Des Moines
515-256-5300

Chris Siberz
Cell 630-253-7475

John G. Lowe
Cell 630-606-8338
Chicago
630-466-9258

Our Goal Is Your Success

WESTERN PETROLEUM:

Supplying Midwest Airports With A Global Perspective & Hometown Service!



For All Your Aviation Fuel Needs,
CALL WESTERN PETROLEUM 1-800-972-3835

WESTERN PETROLEUM COMPANY

ExxonMobil
Aviation

Red Wing Aeroplane
"SETTING NEW STANDARDS IN AVIATION EXCELLENCE"



General Aviation Maintenance Specialists

- Aircraft Inspection
- Dynamic Prop Balancing
- FAA Certified Unlimited Class 3 Repair Station
- Factory Trained Technicians for Pratt & Whitney JT15, for Mooney Aircraft
- Aircraft Weighing
- Sheet Metal Repair
- Pitot-Static Transponder Checks
- Factory Trained Technicians for Pratt & Whitney JT15, TCM & LYC

**Committed to Quality Workmanship
and Excellent Customer Service**

Red Wing
Aeroplane
COMPANY

FAA Certified CRS# R3WR714J

Phone: 715-594-3761
Fax: 715-594-3110
www.redwingaero.com
Email: aero@redwing.net

safer now than it was 20 years ago thanks to GPS technology, no one should take flying in this airspace casually, and commercial bush pilots will be the first to tell you that. Always prepare for the unexpected, and know where you are at all times using aeronautical charts in the event your GPS malfunctions.

When flying north of Thunder Bay, Ontario, you fly over some pretty remote and rugged terrain, and airports are far and few between, so I recommend that pilots highlight every airport along their course, just in case. I have only had to land at an alternate airport once in 20 years to let a thunderstorm pass, but we knew exactly where to land and what services were and were not available. For instance, very few remote airstrips have fuel. The reason is that either fuel has to be trucked in over winter roads, or has to be flown in on tankers. Neither method is inexpensive, and due to climate changes, the winter roads are not freezing over and therefore are not always useable. However, according to Wilderness North, Miminiska Lodge will have sufficient 100LL avgas available for the Midwest Flyer Canadian Fishing Fly-Out in 2008 in either barrels or Gerry Cans for those guests who request fuel when they make their reservations. Jet A will be available in tanks.

You should always carry survival gear and a first aid kit, and read the book on first aid procedures and survival techniques before you leave on your trip. In fact when you file a flight plan with Winnipeg FSS, the specialist will ask you what you have on board for survival equipment. Write everything down in advance as part of your preflight checklist.

Canada's search and rescue procedures and personnel are among the best, and thanks to emergency locator transmitters (ELTs), Canada's flight plan and notification requirements and procedures, and a tradition in which pilots monitor common frequencies, if you go down, you will likely be picked up and back in civi-

lization within 24 hours.

According to CAR 602.61, when operating in the sparsely settled area north of 52 degrees, you will need equipment sufficient to provide the means for starting a fire, making a shelter, purifying water, and visually signaling distress. Food is not required, but I have always thought it was a good idea to bring some along, just in case.

When selecting survival food, think compact, high-calorie value/high carb meals, and ease in preparation. I carry dehydrated macaroni and cheese, chicken noodle soup, tea, coffee, sugar, chocolate/granola bars, trail mix, water, water purification tablets, a water purifier, mugs, plates, and spoons.

Other items in your survival kit should include bug repellent, waterproof matches and/or a lighter (not strike anywhere matches), a metal mirror, strobe or flares for signaling, a whistle, candles (good for light and starting fires), a wire saw, a knife/multi-tool, a compass, space blankets, some duct tape (wrap 10 feet around a candle stub), 220 feet of twine or 1/8 inch rope, 10 feet of snare or safety wire, and maybe a couple of tube tents. A life preserver for each occupant is also recommended.

Most of the items in your survival kit will fit into a couple of metal coffee cans so you can also use them on a fire, and they can easily be tucked into some corner of your aircraft and always carried with you. Date and seal your new survival kit and inspect it every spring. The AOPA website at www.aopa.org/members/files/travel/cansrveq.html?PF goes into more detail.

Firearms (rifles and shotguns) are not needed. Handguns are not permitted in Canada, and there is no conceivable reason that you would need one. You can avoid dealing with the reporting requirements of the Canadian Firearm Regulations by leaving your firearms at home, too. Unless you are in an area where there are polar bears, such as along the Hudson Bay coast-

line, there is no real need for firearms in your survival gear.

Wear sufficient clothing to be comfortable overnight: long sleeves and pant legs, socks, and hiking boots or rugged shoes. Shorts and sandals may be great for the beach, but are worthless in the bush.

Clearing Customs At Thunder Bay

Upon our arrival at Thunder Bay, Ontario (CYQT), we taxied to the designated Customs area next to the airline terminal building, and as allowed, if the aircraft is not met by Canadian Customs officers, the pilot-in-command can leave the aircraft to call customs, usually from a designated telephone located nearby. In the years I have been flying to Canada, Canadian Customs officers have only met our aircraft once. On all other occasions, I have called 1-888-CAN-PASS and they have given me a visitor number, which you must keep in your possession until you are back in the United States. Canadian Customs requires a minimum of 2 hours advanced notice before reaching your port of entry, and U.S. Customs requires a minimum of 1 hour, with both countries allowing a 15-minute window either side of your ETA.

Miminiska Lodge

Miminiska Lodge is one of few Canadian lodges that have their own airstrip (CPS5). The airstrip at Miminiska Lodge (Rwy 9/27) is turf, 50 x 2400 feet, and handled the singles and light twin in our group just fine. Most remote airstrips in Canada are made of compacted gravel, and you have to be careful not to nick your propeller. So seeing "green turf" was good!

Katie Howe is the general manager at Miminiska, Tyler Lancaster is the operations manager, and Robbie Odette is the maintenance manager. Alan and Krista Cheeseman of Wilderness North own the lodge with headquarters in Thunder Bay.

Wilderness North owns six (6) lodges and numerous outpost camps. Within their fleet of aircraft are three turbine de Havilland Otters on straight floats (one of which is based at Miminiska Lodge), a Beaver also on straight floats, as well as several cargo aircraft and corporate jets used to shuttle people and supplies. Only Miminiska Lodge has its own private airstrip, which to us pilots, is our passport to adventure!

Miminiska Lodge is an all-inclusive lodge, but is attractively priced. Pilots that fly their own aircraft to the lodge get a special rate, excluding airfare, which is normally built into the price. The package rate includes all trip requirements with the exception of a fishing license, which can be purchased at the lodge for \$23.00 U.S. (2007 rates). Guides are available for an additional charge of \$175.00 per day, but are not necessary. The lodge provides depth finders, and lake maps with the best fishing spots identified. Portable GPS units are helpful, but not needed.

Upon our arrival, Katie Howe (the manager) greeted us, showed us around the camp, and assigned each aircraft party their own accommodations.

Miminiska Lodge has an assortment of rustic log cabins of varying sizes, as well as rooms immediately adjoining the main lodge. After settling into our cabins, we all got together in the main lodge for refreshments and dinner, followed by beverages on the deck outside, overlooking beautiful Lake Miminiska. You know you have reached tranquility when you are away from the hustle and bustle of civilization, watching the sun set over crystal clear lakes and green forests and hear the call of the wild – a Loon!

The peace and tranquility of the Canadian wilderness can only be topped with a warm fireplace, a hot or cold beverage, a friendly game of pool, or satellite television in the main lodge. Yes, the resort industry aims to please, so if you do not wish to watch satellite television in main lodge at Miminiska, you can retreat to more peace surroundings outside, or

to the billiards room. No one in our group watched television, except for the Weather Channel. We had a billiards match each evening instead, and socialized, with flying being the common denominator.

During dinner, Pete Aarsvold, a banker from Verona, Wisconsin, wagered the rest of us to a friendly contest of who can catch the biggest fish. Little did we know that this first-time Canadian fisherman read all of the books before the trip, and the directions that came with his fishing lures, and caught the biggest – and the most – fish on the trip. Together with his fellow pilot, Bill Holley, a land developer from Middleton, Wisconsin, they caught over 200 Walleyes the first day, and the banker was counting!

A Canadian fishing trip is not complete without a shore lunch of freshly caught Walleye, although guests at Miminiska Lodge have the option of taking a bag lunch with them for the day instead. We could have prepared our own shore lunch, but when the camp chefs are willing to prepare it for you, there's a real tendency to let them and we did. We did help build the fire, however, and a wonderful fire it was.

If fishing from eight o'clock in the morning until five o'clock in the afternoon isn't enough, you can always hop in a boat and go fishing after the evening meal, as was the case with Phil and Mark Peterson of Oregon, Wisconsin. Mark was probably our most experienced angler in our group (he read the book twice), but we all had good fishing success catching both Walleyes and Northerns.

There are a lot of neat fishing spots on Lake Miminiska, but the "Walleye Mine" is definitely one of the best! The lodge is located on one end of Lake Miminiska, and the Walleye Mine is located on the other. I doubt if the original owners of the lodge planned it that way so that guests would have a 90-minute boat ride to the best fishing spot, but that's how it worked out, and is usually the case wherever you go in Canada.

Besides, if you could catch fish right in front of the lodge, it would not be much of an adventure.

Well, all good things must come to an end, but even though our stay at Miminiska was over, we still had the flight home to look forward to, and we plan on coming back in 2008.

Following breakfast on Sunday, August 26, we used the lodge's satellite telephone to check weather with Winnipeg FSS, and to file and activate our flight plans on the ground prior to departure, since we were not sure if we could activate the flight plans in the air. We also called U.S. Customs and gave them our ETAs back to Grand Marais and then departed Miminiska with the fastest aircraft in the lead. Throughout our flight, we kept in contact with each other on 122.75.

Before we left Canadian airspace and prior to crossing the border, we needed to contact either Minneapolis Center or Princeton FSS to get a transponder code. But once we got within 50 miles north of Thunder Bay, we contacted approach for advisories and they were kind enough to contact Minneapolis Center for us.

Midwest Flyer Canadian Fishing Fly-Out 2008

If I were to sum up why we go to the trouble of organizing a Canadian Fishing Fly-Out each year, it is because of the "pilot camaraderie!"

In 1988, we made our first fly-out to Canada, so our upcoming 2008 trip will be our 20th anniversary fly-out and we are really looking forward to making this our best ever!

Aside from fishing for Sunnies in a local pond as a kid, and my interest in the out-of-doors, I have been far from being the American sportsman when it comes to fishing. But planning the flight, and flying into the Canadian bush over some pretty desolate terrain, and then seeing that patch of green turf on approach, combined with great pilot camaraderie, are the main reasons I go.

CONTINUED ON PAGE 62

LIGHT SPORT AIRCRAFT



St. Charles Flying Service: Sport Pilot-Light Sport Aircraft Initiative Put To The Test With Promising, But Limited Results

by Ed Leineweber

Ok, I'll admit it: I am a little obsessed with finding out how the Sport Pilot-Light Sport Aircraft movement is playing out in real life, out in the hinterland, on the airports around the country, away from the focused hype and



Ed Leineweber

ballyhooing of places like Oshkosh, Lakeland and Sebring.

Since I knew I'd be passing through the St. Louis metro area on my way to Mississippi recently, I got myself invited to make a stop at St. Charles Flying Service (SCFS), St. Charles, Missouri. That part wasn't too hard. Dennis Bampton, owner and operator of SCFS, was cordial and cooperative in arranging for my visit.

When I arrived at SCFS, I was surprised to find that the FBO and flight school were housed in a series of fairly run down buildings and trailers, and that the overall appearance of the airport facility was that it has seen better days. It soon became very apparent, however, that these old facilities housed a thriving center of aviation activity.

Dennis Bampton welcomed me as

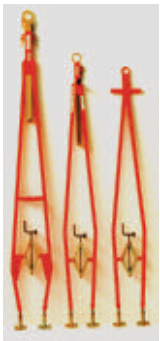
I walked into the lobby and introduced myself. The place was bustling with about a half dozen of what I took to be flight students, pilots and CFIs. Dennis, himself, is a trim, pleasant guy in his late 50s.

Seated in his private office filled with the aeronautical memorabilia of 34 years in the business, Dennis had much to say about St. Charles Flying Service, general aviation, and the Sport Pilot-Light Sport Aircraft initiative.

Bampton and his brother bought the St. Charles Flying Service business in 1974, when Dennis was 25 years old, recently out of the military where he flew helicopters, and after a short stint with his wife running a campground in Lake of the Ozarks. Now the sole owner of the business, Dennis proudly relates the range of products and services fielded by SCFS: Part 141 flight school; Part 135 air taxi; maintenance shop; airport management; aircraft rental; fuel sales; and banner towing. These activities employ an eye-popping 31 flight instructors, including five (5) full time, in the flight school; six (6) airframe and power plant technicians in the shop; and 11 charter pilots flying eight (8) aircraft in the Part 135 operation. The flight school is VA approved for GI benefits, one of the two schools approved by the State of Missouri, and focuses especially on multi-engine training.

Dennis is quick to point out that he is not a guy in love with airplanes who is in the business so he can fly. Although he is a certificated pilot with 1,000 hours of flight time, Dennis has not flown in several years and has one of his pilots take him where he needs to go. "It's a business

BRACKETT TOWBARS



CESSNA 150
THRU
GULFSTREAM V

plus
HELICOPTER



(928) 757-4005

FAX: (928) 757-1948

E-Mail: brackett@ctaz.com

Website: www.brackettaircraft.com

BRACKETT AIRCRAFT CO., INC.
7045 Flightline Dr. • Kingman, AZ 86401

ANNOUNCING!!!

MOREY'S
Computer Assisted Testing Service
(CATS)
For FAA Written Tests

For Appointment & Hours Call
608-836-1711

Morey Airplane Company
Excellence in Flight Training

Middleton Municipal Airport (C29)
Morey Field • Middleton, Wisconsin



The Evektor "SportStar" LSA is built in the Czech Republic.



Dennis Bampton

assigned, and then undergoes final assembly, flight testing and airworthiness certificate issuance before being flown out to dealers or final purchasers.

Evektor currently has five (5) dealers in the U.S. located in Mississippi, Wisconsin, Florida and California.

to me," he says, "and I am a bean counter. That's why I'm still here all these years later. I count beans."

SCFS Enters The SP-LSA Business With The Evektor SportStar

Bampton's prowess as a business owner is apparent in other ways as well, including the way in which he has developed new business out of the SP-LSA initiative. In July 2005, SCFS was one of the first in the nation to embrace Sport Pilot flight training with the purchase of an Evektor SportStar. They now operate two SportStars, and they have each flown a remarkable 1,100 hours since being put on the flight line. "We went to Sun 'n Fun in the spring of 2005 and looked at what was available," he noted. "We chose the Evektor because it was metal, docile in flight, and had a track record in Europe, which made it more likely to be a reliable trainer."

It was a good choice. Bampton has generally been satisfied with his selection. He reports that maintenance costs have been about as expected, even though the aircraft take a beating in the harsh training environment. The Rotax engines have performed acceptably, although he finds them to be a "persnickety engine for training." Recently a case cracked on one engine at 1,100 hours time in service, in the course of a 1,500 TBO run, and they are now in the process of working that through with Rotax. He is hopeful that he will be treated fairly.

The Evektor organization also gets a thumbs up from Bampton. The company worked with him in the financing of the purchase of the two aircraft, among the first to be put in place in a flight school in the United States, and has stood behind its product well as the inevitable squawks cropped up. Imported into the U.S. by Jeff Conrad of Sport Aircraft International, LLC, of Kerrville, Texas, the SportStar comes in with an N-number already

Bampton considered signing up as an Evektor dealer, but had second thoughts when he recalled his 25 years as a

Aircraft Rental • Hangar Rental
24 Hour Self-Serve Fuel Accepting Visa & Mastercard

Low Fuel Prices

Free Casino Shuttle

Field of Dreams
Hinckley, MN

Lat: 46°01.4'
Long: 92°53.7'
ID: 04W
CTAF: 122.9
Rwy 06/24: 2754'

320-384-6667
fieldofdreamsairport.com

EAGLE AIR

PLANE GUYS AVIATION LLC
Your Home For Light Sport Aircraft
For All Of Wisconsin, Minnesota & Michigan

Visit us at
www.planeguysaviation.com
planeguysaviationllc@hotmail.com

715-460-0760

Featuring Fantasy Air's Allegro 2007
& Interplane's Mystique & Skyboy

NOTICE: Independent Sales
Representatives
Wanted In Minnesota & Michigan

Golden Age Aeroworks, LLC
Aerolab Sport Camp – Light Sport Aircraft
For Lovers of Old Fashioned Aircraft - www.aerolab.it

Paul Peckham – 608-383-3055
paul.peckham@aerolab.it

Ed Leineweber – 608-604-6515
ed.leineweber@aerolab.it

Cessna dealer during some times when it was very hard to sell new aircraft, and having the company force new airplanes upon him. He prefers the current arrangement where the flight school can earn a 5% commission on the sale of aircraft to students, since the dealer commission is only 10% and carries substantial additional commitments.

Bampton's advice to a flight school considering the purchase of a new Special Light Sport Aircraft (S-LSA) is to get it set up so it can be used for Private Pilot flight training as well. That is, the engine should be certified for night flight, and the aircraft should be equipped with a VOR and attitude indicator sufficient to address related practical test standards, and be legal for the practical (flight) test.

The entry of Cessna and Cirrus into the S-LSA market is overall a good thing in Bampton's opinion because it validates this market segment. He noted that Cessna sold 600 production positions for its new "Skycatcher" during AirVenture at \$5,000 a pop and at a price of \$109,500, even when the company does not plan to start deliveries until 2009. While he thought of jumping in, he elected to "sit this one out" and see how the aircraft does in the early going. He is particularly uncertain how the new Continental O-200D model engine will do since significant design changes will be made to shave off weight.

Bampton Bullish On Sport Pilot Certificate – To A Point!

Turning to the topic of the Sport Pilot Certificate, Bampton is obviously enthusiastic. In just over two (2) years of conducting Sport Pilot flight training, SCFS has had 36 pilots earn the certificate. That is an average of 1.5 new Sport Pilots a month from a single flight school, and has to rank among the most active and successful Sport Pilot training centers in the country. This, together with the fact that Bampton's two SportStars fly an

average of close to 100 hours a month each, qualifies Bampton to offer experienced-based opinions that are worth considering. Here's what he has to say:

As to demographics of students, SP clearly is appealing to older people with time and money, rather than to younger prospects. Bampton says the average age for their SP students is 55, and that they have had students in their 50s, 60s, and 70s, with two of the new Sport Pilots being 75 years old. Aside from having the time and the money, this population of student prospects seems to share another characteristic: they worry about being able to obtain and hold a medical certificate. That is not to say such folks are aware of disqualifying health conditions, but that they apparently feel more confident that they will be able to continue to fly with the more relaxed criteria of a valid driver's license.

Dennis says he often hears SP student prospects say things like they have always wanted to fly and now they can, and that they are content with the restrictions on the SP Certificate. He also sees the prospects of pilots with higher certificates backing off to Sport Pilot privileges, and inactive pilots returning to flying, but these latter groups have been minor in numbers compared to the new middle-aged or older students mentioned.

On the other hand, SCFS has had little success attracting significantly younger students, or prospects from the motor sports crowd, despite a sophisticated web presence and a concerted and well-focused rock radio station advertising campaign. "They are not jumping out of the woodwork," says Bampton. However, another aspect of the flight training demographics might account for the relative lack of younger Sport Pilot students at SCFS, and around the country: "Why not just go Private?"

This question must occur to everyone considering a Sport Pilot Certificate, and is a question often asked by CFIs when discussing their views of SP training. After all, there is

fairly little additional training required to take the tests for the higher and more privileged certificate. Night flying and basic instrument work are the two major areas, with some additional emphasis on radio work, airspace and cross-country navigation required as well. Turns out there are good reasons for and against the decision to skip Sport Pilot and seek a Private Pilot Certificate.

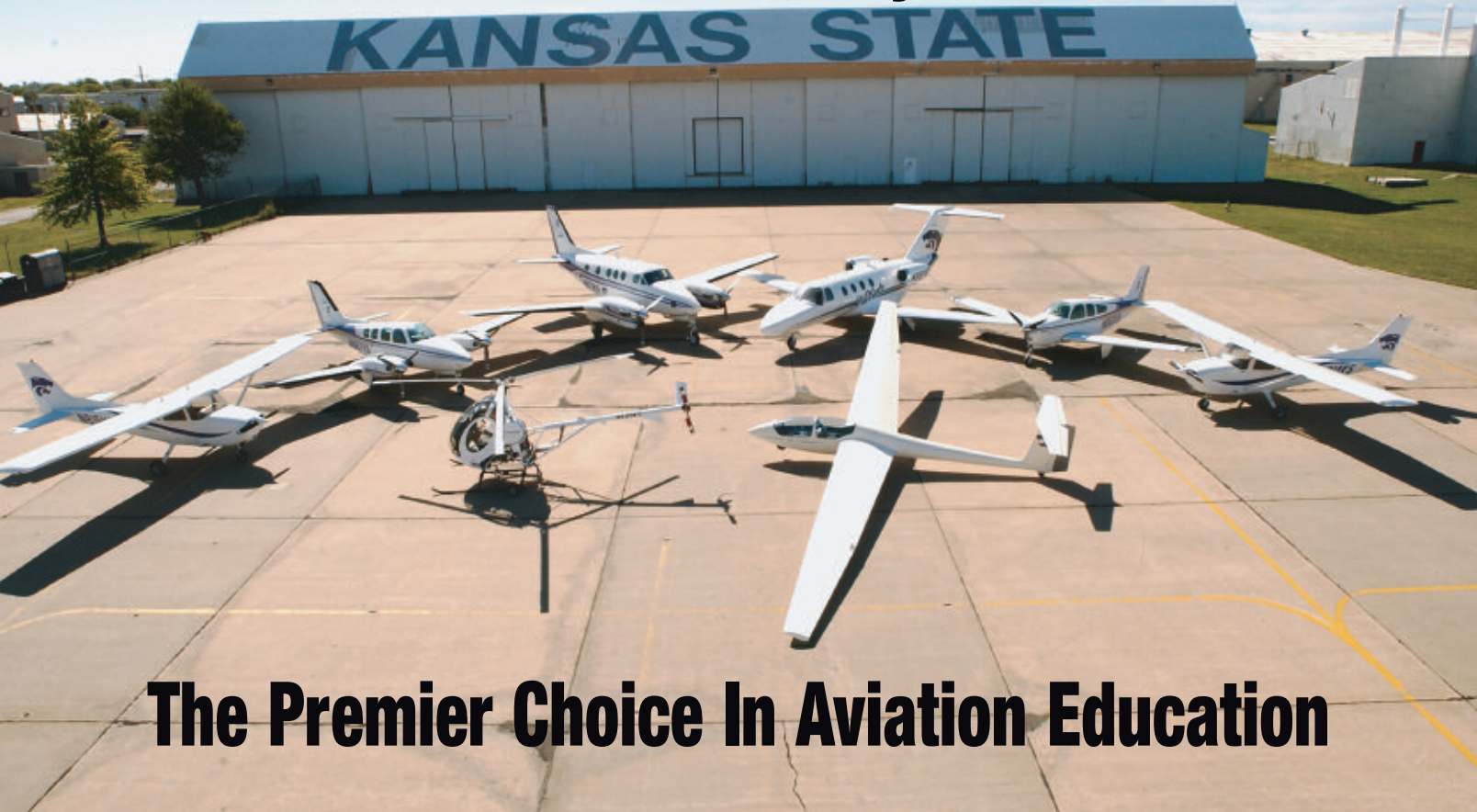
The two reasons most often cited to settle for a Sport Pilot Certificate are (1) it affords sufficient privileges to satisfy the pilot's needs, given the type of flying he or she intends to do; and (2) it is cheaper and quicker to obtain. While these both might be true for a given student prospect, Bampton makes an interesting point with respect to this second reason.

Even though the package prices advertised on the SCFS website differ by only about \$800 between the cheaper Sport Pilot package and that offered for Private Pilot training, (\$2,997 for Sport Pilot versus \$3,752 for Private Pilot), Bampton asserts that the Sport Pilot Certificate ends up being about half the cost of the Private Pilot Certificate because the SP Certificate can realistically be obtained in close to the minimum 20 hours required by the FARs, while the Private Pilot Certificate realistically will take much more than the 40-hour minimum. "The national average is about 70 hours," says Bampton, "and even our school's average is 55 hours. Of the 36 students who have earned the SP Certificate with us so far, about 20 got it in approximately 20 hours," he notes. This works out to making the higher certificate at least twice as expensive as the Sport Pilot Certificate, and also much more time-consuming to obtain."

The student's future plans in aviation, however, need also to be considered in deciding to seek the Sport Pilot Certificate or go directly on to the Private Pilot. If he or she only plans to fly recreationally in daytime VFR

CONTINUED ON PAGE 62

Kansas State University At Salina...



The Premier Choice In Aviation Education

In only 20 years, Kansas State University at Salina has built one of the most well rounded collegiate aviation programs in the country. Students can pursue degrees in aviation and aviation maintenance, finding great satisfaction in faculty, academics and student life. In addition, graduate job placement is consistently near 100 percent. These factors make K-State at Salina a premier choice in aviation education.

Located at what was once Schilling Air Force Base, K-State at Salina's history is a bit of a complex one. When the base closed in the mid-1960s, it became the Schilling Institute, and aviation maintenance courses began to be offered. These classes and others continued, and, in 1987, pilot training was added to the curriculum. At that time, K-State at Salina was called Kansas Technical Institute. Then, in 1991, when Kansas State University's College of Technology & Aviation was formed, the aviation department remained and continued to grow into the outstanding program it is today.

With a small campus of around 1,000 students, K-State at Salina offers personal attention with the educational benefits of a Big 12 university. K-State's main campus in Manhattan is around 60 miles to the east, allowing many students to enroll in classes at both locations.

In addition to major university opportunities in a more personal setting, K-State at Salina students benefit from the college's proximity to the city of Wichita, "the aviation

**AIRCRAFT
PROPELLER
SERVICE, INC.**

In Illinois
(800) 323-4130
In Ohio
(800) 878-3999

*From
Transports
to Trainers*

The Spin Starts Here



CRS EY2R811K

EASA.145.5126



**Ask Us About
the New
PCU5000!**

**Hamilton Sundstrand
McCauley
Dowty
Hartzell
Woodward
Goodrich
MT Propeller**

capital of the world.” The aircraft manufacturing hub 60 miles to the south of Salina is home to six major aircraft manufacturing companies and McConnell Air Force Base. Many K-State at Salina students find employment at Wichita companies such as Cessna, Hawker-Beechcraft, Bombardier, Airbus, and Spirit Aero Systems.

Faculty & Academics

Kurt Barnhart heads the aviation department at K-State at Salina and brings years of experience to the university. Dr. Barnhart holds an MBA from Embry-Riddle Aeronautical University, and a Ph.D. from Indiana State University, where he served as an associate professor of aerospace. He is a Master Flight Instructor and has authored numerous nationally published aviation articles.

In addition to Barnhart, K-State at Salina is home to four other Master Flight Instructors, more than any other college or university in the nation. Bill Gross, chief flight instructor, has been with the program since it began in 1987 and has seen the department grow from three to more than 300 students. Gross serves as a

professor and is in charge of all flight training and ground school classes. In 2006, the FAA’s Flight Standards District Office in Wichita named Gross “Certified Flight Instructor of the Year.”

Gross and his fellow instructors provide students with expert instruction in a variety of aircraft. K-State at Salina has one of the most well rounded flight training fleets of any collegiate aviation program in the United States. The fleet of 33 aircraft includes:

- 20 Cessna 172 Skyhawks
(five with Garmin G-1000 glass-cockpits)
- 5 Beechcraft Bonanzas
- 2 Beechcraft Barons
- 2 ASK-21 Sailplanes (gliders)
- 1 Schweizer 300 CBI Helicopter
- 1 Beechcraft King Air C-90
- 1 Cessna CitationJet (CJ)

Students can graduate with pilot time in all offered aircraft. K-State at Salina students are some of the very few who get to log time in a jet as a co-pilot, receiving an official co-pilot endorsement in their logbook.

K-State at Salina also offers a top aviation maintenance program. Andrew Smith serves as the aviation maintenance technology section head.

Smith holds a bachelor’s degree in aviation science and a master’s in aviation maintenance. He has more than 40 years of combined maintenance and teaching experience.

The K-State at Salina aviation maintenance program is one of few in the nation to offer the avionics certificate. The program is a state of continual growth, with new training aircraft being added regularly. Currently, in the advanced composites course, aviation maintenance and engineering technology students are teaming to research and design a prototype of an improved agricultural aerial spreader. Collaboration with other departments on campus, like that on the agricultural aerial spreader, is not unusual. The departments of engineering technology and arts, sciences and business offer students a wide range of study choices.

The arts, sciences and business department offers a unique technology management degree that allows aviation students to pair leadership and management classes with a technical specialty. Aviation students who graduate with this degree can pursue a variety of careers including sales, and airport and airline management.

Student Life

The city of Salina is in north central Kansas, near the geographic center of the contiguous United States. The seventh largest city in Kansas, it has a population of nearly 50,000. Students can enjoy the variety of dining, shopping and events the area has to offer.

Many students are involved in extracurricular activities on campus. Alpha Eta Rho aviation fraternity, the K-State at Salina Flight Team, Women in Aviation International, and the Organization of Aviation Technology Students are a few of the clubs specific to the aviation department. There are also campus-wide clubs like the Student Government Association and K-State at Salina Student Ambassadors.

WHAT ARE YOU WAITING FOR?

EARN A BACHELOR'S DEGREE IN:

- Professional Pilot
- Aviation Maintenance

FLY THE BEST:

- Cessna CitationJet
- Cessna G-1000s
- Schweizer Helicopter
- ASK 21 Gliders

K-STATE AT SALINA

www.salina.k-state.edu
1-800-248-5782



For more information on Kansas State University at Salina,
contact admissions at 1-800-248-5782 or visit online at <http://www.salina.k-state.edu>. □

New **BI-FOLD DOORS** **New HYDRAULIC** **Fast Moving BI-FOLD**

"New Lift Strap"

- Auto Latches & Remotes
- We Install
- Save \$ \$ \$
- ANY SIZE DOOR!

800-746-8273

Schweiss visit us at **bifold.com**

073

COLUMBIA

Willmar Air Service, Inc.

PO Box 1077 Willmar MN 56201

New Columbia Aircraft Sales & Service

Pre-Owned Mooney Aircraft Sales & Service

www.willmarairservice.com **1-800-279-1545**

CLASSIFIEDS

SINGLE LISTING: \$.75 per word. Minimum order is \$20 per insertion. MAIL LISTINGS TO: Midwest Flyer Magazine, P.O. Box 199, Oregon, WI 53575-0199. Please include payment with order!

NOTE: We can invoice municipalities.

MICHIGAN AIRPARK-TORCHPORT (59M) is offering contract terms on remaining vacant acreage home sites! Visit our northern Michigan airport at www.torchport.com

REPAIR FACILITY NEEDED AT THE BELOIT AIRPORT(44C). 30 aircraft owners and a flight school need an on-field repair facility. If you are an established aircraft repair business or an A&P with inspection authority, The Beloit Airport is a great place to set up shop. This is a privately owned public airport located on the border of Illinois and Wisconsin. Call Steve 773-914-9938.

WHAT'S THIS BIRD WORTH? Before you buy or sell, know the current market value. Single-Engine Piston \$45. Midwest Aircraft Appraisal. Go to www.mwaircraft.com or call 1-800-952-4424.

HANGAR FOR SALE AT TRI-COUNTY AIRPORT, LONE ROCK, WI: All metal building, 40' x 40'; bi-fold door; insulated; full concrete slab. Asking \$36,500. Contact Ed Leineweber at edleine@countrysspeed.com or call (608) 604-6515.

VANS RV9A 2002 - 325 since new, lots of options, 1st class \$89,900. WI 608-385-8687.

AIR PARK HOME AND HANGAR - Holland Air Park, La Crosse, WI. 608-385-8687.

AIRCRAFT MAINTENANCE BUSINESS FOR SALE - Well established aircraft maintenance business for sale in Midwest. Currently maintaining general aviation and corporate aircraft. Business located on municipal airport with excellent facilities and leases. Building available for lease or purchase. All inquiries will be answered. planerepairshop@yahoo.com

SHARED HANGAR SPACE AVAILABLE at Tri-County Airport, Lone Rock, WI: 40' x

40' all metal building; insulated; bi-fold door; \$100 per month. Contact Ed Leineweber at edleine@countrysspeed.com or call (608) 604-6515.

T-HANGAR FOR RENT - Batten International Airport, Racine, Wis. Door opening 43 ft X 6 inches X 14 ft., hangar space 36 ft. deep, \$325.00 per month. Contact Matt Dean at 262-631-5620 or mdean@battenairport.aero.

AIRCRAFT MECHANIC WANTED. Can you repair Cessna, Piper, Beechcraft, Mooney aircraft? How about Continental and Lycoming engines? If you can, Lakeshore Aviation, Manitowoc, WI based FBO/flight school, has an immediate job opening. See <http://www.lakeshoreaviation.com/Employment.htm> for details.

AIRCRAFT HANGARS New Construction For Sale or Lease - 60 x 60 with office/bath, \$1,600 month or \$269,900. T-Hangars also available. DeKalb Municipal Airport, DeKalb, Illinois. 630-513-6150.

FAA MEDICAL PROBLEMS? We Specialize In Helping Pilots When FAA Medical Certificate Problems Occur. Professional! Affordable! Effective!

ARMA RESEARCH, INC. 920-206-9000 or www.armaresearch.com

LIKE FLYING AND COUNTRY LIFE? 16 acres with barn available 12 miles south of Madison, Wisconsin, and just 4 miles west of Syvud-Brooklyn Airfield (7W15). Nice views of countryside and wetlands with lots of wildlife. Very quiet and excellent dark skies for star gazing. There will be minimal further development of adjacent land, so rural nature will be preserved. Contact John Beasley at 608-835-7703 or john.beasley@fammed.wisc.edu for further information and a tour.

OPPORTUNITY FOR a young, preferably experienced, maintenance mechanic, 401K, group health, bonus, long term, stable position. Call Dick at: 800-325-0885. (MC)

CESSNA AUTHORIZED EXCLUSIVE NEW SINGLE-ENGINE SALES for St. Louis and Southeast Missouri, Illinois, Arkansas. Mid-Continent Aircraft Corp., Hayti, MO. www.midcont.com 1-800-325-0885.

INSURANCE - 57 years risk management serving aircraft operators and owners. Superior, empathetic service. Mid-Continent Aircraft Corp., Hayti, MO. acinsurance@midcont.com 1-800-325-0885.

HANGARS FOR RENT at Southern Wisconsin Regional Airport (JVL), Janesville, WI. JVL is an all-weather, full-service airport with three runways, precision and non-precision approaches, conveniently located between Rockford, Illinois, and Madison, Wisconsin. JVL has a restaurant on field and the Glen Erin Golf Club and Cursing Stone Pub, an 18-hole public golf course and restaurant, is located on the airport with walking distance of the main terminal. For hangar rates and availability, call 608-757-5768.

HANGAR SITES ready to build, available for lease at the Orr (Minnesota) Regional Airport. For rates and additional information contact Rod Dunn at 218-757-9994.

INSPECTOR AUTHORIZATION (IA) TRAINING - Brenco has a 25-year history of training A&Ps to obtain their Inspection Authorization Certification. Courses are currently offered in Kenosha, Wis.; Battle Creek, Mich.; Columbus, Ohio; and Rockford, Ill. Call 1-800-584-1392 for additional information or to reserve your spot for the next available course.


AIRCRAFT INSURANCE IS A WASTE OF MONEY. If you're lucky. AircraftInsurance.com

AIRCRAFT ENGINE PRE-HEATER End your cold weather starting problems and reduce premature engine wear with a Proven E-Z HEAT Engine Pre-Heater. Heats entire engine in about 4 hours, through conduction - the safest means of heat transfer available. Call E-Z Heat, Inc. at 1-800-468-4459, x: 715-924-4401 or www.e-heat.com.


MUSIC FOR HANGAR DANCES, company parties, wedding receptions & other special events. Check our website www.tunesfortoonsii.zoomshare.com for more information or call Andy at 608-695-0294.

DAVIES

"TKS FLUID AL-5"



**Refer To This Ad When
Placing Your
Credit Card Order To
Receive A Free Can Of
"Klear-To-Land"
Windshield Cleaner!**



D.W. DAVIES & CO., INC.
Manufacturing Chemists
3200 Phillips Ave. Racine, WI 53403
1-800-888-6133 Fax 262-637-3933 www.dwdavies.com

JOIN US FOR THE
Midwest Flyer Canadian Fishing Fly-Out
August 20-24, 2008
Miminiska Lodge, Ontario
For Details Email info@midwestflyer.com

HANGARS FOR RENT - At CRYSTAL AIRPORT
★ T-HANGAR with 42' wide door ★ Heated end hangar.
(612) 490-7052 • Crystal, Minnesota

WISCONSIN AVIATION

Five Authorized Service Centers



COLUMBIA



Two Convenient Locations To Serve You

**Madison
608-268-5000**

**Watertown
920-261-4567**

Columbia



Cessna



Piper



Socata



Cirrus



Be One of The First At Your Airport To Upgrade To

WAAS

**Wide Area Augmentation System
Lateral-Precision with Vertical Guidance Approaches
For GNS 400/500 Series GPS**



WAAS CERTIFIED GNS 530

For a FREE quote or appointment call 800-594-5359 or 608-268-5006



Brian Riese - AVIONICS MANAGER
brian.riese@wisconsinaviation.com

Ryan Walsh - SERVICE MANAGER

Jim Jordon - SENIOR INSTALLER

Eric Rosenbrook - TECHNICIAN

Christeen Donohue - ADMIN. ASST.



Avionics Sales & Service

**Dane County Regional Airport
Madison, Wisconsin (MSN)**

WISCONSIN AVIATION

**The State's Largest Full-Service FBO
Ready To Meet Your Aviation Needs**

- Air Charter / Aircraft Management
- Flight Instruction / Aircraft Rental
- Maintenance / Avionics / Interiors
- Aircraft Sales (new and used)

Current Aircraft For Sale



1979 Cessna Turbo 210N -
Full deice! 2960 TT, 603 SFRM, July annual, NDH, radar, Nexrad, traffic, GPS, Century IV autopilot/flight director, King radios, speed brakes & more!\$197,500



1951 Beech C35 Bonanza -
3972 TT, 1485 SMOH on E-225 engine, 1 SPOH, fresh annual, MK-12D NavCom, Apollo Flybuddy 800+ LORAN, strobes, pretty plane.\$29,500



1963 Cessna 182F - Only
2825 TT, 976 SMOH, 968 SPOH, NMDH, May annual, dual KX-155! KLN-89B GPS, KR-85 ADF, nice paint & interior, shoulder harnesses.\$61,950



2003 Diamond DA40 -
Perfect! One owner, 485 TT, NDH, always hangared, custom paint, dual 430s, 2-bladed Hartzell prop, front speed fairing, E-Z heat, May annual.\$159,500



2005 Cirrus SR22-GTS - Only
175 TT! Full year warranty remaining! Platinum engine, STEC-55X, TAWS, traffic, CMAX, de-ice, XM weather, Tanis heater. This one has it all plus a \$3500 fuel card and 4 Bose headsets all for just\$397,500!



1969 Piper Arrow 200 -
Beautiful 140-kt. LoPresti Speedster! Extensive mods, beautiful paint, leather interior, King digital, strikefinder, much more! 5150 TT, 495 SMOH.\$74,950



1979 Piper Seneca II - Color
radar & stormscoope, GPS, HSI, 3-bladed hot props, club, 135, 7150 TT, 1795/150 SMOH.\$149,950

CONSIGNMENTS WANTED

Buying or selling, we'll work for you!

**3 Locations To Serve You
Watertown • Madison • Juneau
(24 Hours)**

800-657-0761

E-Mail: accsales@wisconsinaviation.com
www.wisconsinaviation.com



CANADIAN FISHING FROM PAGE 53

That said, I want to personally invite you to join us on the 2008 "Midwest Flyer Canadian Fishing Fly-Out," August 20-24.

If you do not like large groups, this trip is for you, as we are limiting our group size to the first 20 people that sign up, and two people per boat is the norm. If more people sign up, we will arrange for a second trip.

We are returning to Miminiska Lodge because we found the location ideal for pilots to reach in one day, and it is a good route north from Thunder Bay with plenty of airstrips along the way. While we recommend fueling up when clearing Canadian Customs at Thunder Bay, all but one aircraft in our group this year flew from Grand Marais, Minnesota and back on the same tank of gas, making the trip very economical.

This year in addition to offering accommodations at the main lodge, Miminiska Lodge is offering us an "Outpost Experience" if your party is willing to prepare your own meals and rough it a bit. The cabins are still very nice at the outposts, and the boats and motors are the same. Just don't expect to see a chef preparing shore lunch for you.

If you choose instead to stay at the main lodge, you have the option of taking a "daytrip" in the turbine de Havilland Otter floatplane from Miminiska to your choice of either "Grace Lake" for an action-packed Northern Pike fishing experience, or to the world-class Keewik River, known to be one of the finest Brook Trout fisheries on the planet!

I will again provide a copy of my personal "Flight Planning Guide" which will take you through what I do to prepare for the trip including everything from ordering a U.S. Customs aircraft decal and charts, and identifying radio frequencies and alternate airports, to noting what every pilot should know about flying in the Canadian bush.

I think you will be pleasantly surprised on how affordable a flying

fishing trip to Canada can be. If you act fast and book your trip before December 31, 2007, Miminiska Lodge will take 10 percent off their rates, regardless of the trip option you choose.

As a special bonus, our group will be guests of the lodge for dinner and lodging the first night, Wednesday, August 20 – AT NO ADDITIONAL CHARGE – whether or not you choose to remain at the lodge or take the de Havilland Otter floatplane to a remote outpost the next day.

So we will arrive at Miminiska Lodge on Wednesday, August 20 by 4 PM, get settled in our rooms or cabins, and meet up in the lounge at 5 PM for cocktails and dinner. After three (3) full days of great fishing, we will board our aircraft for the return flight home immediately following breakfast on Sunday, August 24.

If you want to go, but are looking for someone to fly with to share expenses, give me a call.... We have several people that would like to go, and are looking for a ride.

For rates, additional information, and a FREE DVD, drop me an email at dave@midwestflyer.com, or call me at 608-835-7063. Also, be sure to check out the Wilderness North website at <http://www.wildernessnorth.com>. Actual reservations will be handled directly through the Wilderness North office in Thunder Bay.

EDITOR'S NOTE: *The Midwest Flyer Canadian Fishing Fly-Out to Miminiska Lodge is a service of Miminiska Lodge, Wilderness North and its owners. Dave Weiman is acting only as a fellow participant in the trip, and neither he nor Midwest Flyer Magazine, Flyer Publications, Inc., nor their staff and owners assume any liability for the participation of others on the trip or for the trip itself, and do not assume any responsibility for the reliance upon the information contained herein or elsewhere. The Federal Aviation Administration, Canadian Air Transport, and U.S. and Canadian Customs regulations and procedures are also subject to change. Pilots are urged to use every resource available to them in planning their trip, including government agencies, fixed base operators, airport management, and the Aircraft Owners & Pilots Association (www.aopa.org).* □

LIGHT SPORT AIRCRAFT FROM P. 56

conditions, then there is no need for a higher certificate or additional ratings. But if the student plans to go on to a Private, Commercial or even ATP Certificate, and to seek Instrument or Multi-engine Ratings, the Sport Pilot Certificate might not make much sense. For while it appears that time spent training for the Sport Pilot Certificate could be considered to fulfill the aeronautical experience and flight training requirements of the Private Pilot Certificate, the student would have to take the additional knowledge and practical tests for the Sport Pilot Certificate, entailing additional time, effort and expense.

This factor likely accounts at least in part for the absence of younger people in the Sport Pilot student ranks, and the relatively higher percentages of older people seeking this certificate. Younger people with plans to advance in aviation might well be wasting their time and money with testing for the Sport Pilot Certificate, even if it would be getting them in the air sooner as a passenger-carrying pilot-in-command. And consider also this indication of Sport Pilot demographics. Of the 36 students who obtained their SP Certificates with SCFS, none have shown any signs of wanting to seek higher certificates or ratings. Thus, a prediction for the future marketing potential for Sport Pilot training might be: don't count on large numbers of young people showing up!

EDITOR'S NOTE: In the next issue, we will discuss LSA rental and insurance issues.

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

POWER • HEAT



by BOLDUC



by TANIS

Engine Rebuilding & Repair

To Factory Zero-Time
Specifications

Install a Tanis Preheater
at overhaul & Bolduc Aviation
will warranty your engine
to TBO (prorated)!

*For Additional Information
Or Appointment Call*

**BOLDUC AVIATION
SPECIALIZED SERVICES, INC.
763-780-1185**

www.bolducaviation.com

ANOKA COUNTY AIRPORT
Blaine, Minnesota



*To Order
A Tanis Preheater
Or Product Catalog Call*

www.tanisaircraft.com

Tanis Aircraft Services
GLENWOOD MUNICIPAL AIRPORT
Glenwood, Minnesota



**TANIS AIRCRAFT SERVICES
800-443-2136**

Ask about Tanis engine covers, battery heaters & cabin preheater.

USED AIRCRAFT PARTS

WENTWORTH AIRCRAFT, INC.

*The **LARGEST** Single-Engine Cessna/Piper
used parts dealer... **IN THE WORLD!***

HUGE STOCK OF **SINGLE-ENGINE** AIRCRAFT PARTS

PIPER, CESSNA, BELLANCA

FIND EVERYTHING YOU NEED WITH ONLY ONE CALL!

ENGINES

LYCOMING 0-235 to 10-540
CONTINENTAL 0-200 to 10-520

Complete engines with accessories
& complete logs!!

Also,
CYLINDERS, MAGS, ACCESSORIES

AIRFRAME

WINGS, COWLINGS, INTERIORS,
CONTROL SURFACES, LANDING GEARS,
TAIL SURFACES, ENGINE
& FLIGHT INSTRUMENTS

AVIONICS

KING, NARCO, ARC, COLLINS

NAV-COM, TRANSPONDER,
ADF, DME, AUTO-PILOT

Trays & complete harness included!
All units 100% satisfaction guaranteed!

Website:

www.wentworthaircraft.com



1-800-493-6896

612-722-0065

Fax: 612-722-1024

Email:

wentacpart@aol.com

WENTWORTH AIRCRAFT, INC. • 2825 13TH AVE SOUTH • MINNEAPOLIS, MN 55407 USA

SUBSCRIBE

Special Introductory Offer!
(For First-Time Subscribers Only)
OFFER EXPIRES DECEMBER 31, 2008



\$7.50 6-MONTHS
(3 ISSUES)

Skycom

AVIONICS, INC.

*State-of-the Art Facility Located at
Waukesha County Airport (UES)
Waukesha, Wisconsin*

*Custom Panels and Installations
Avionics Pre-Purchase Inspections*

Let us demonstrate how the latest technology can work for you!

Call Toll Free 800-443-4490 or 262-521-8180

www.skycomavionics.com

Chelton Flight Systems • Honeywell-Bendix/King
Garmin • S-Tec/Meggitt • Avidyne & More!



Send us your Name, Address, City, State & Zip Code
& Email Address

Mail Check or Money Order To: **MIDWEST FLYER MAGAZINE**
P.O. BOX 199
OREGON, WI 53575-0199



MIDWEST FLYER MAGAZINE
P.O. BOX 199
OREGON, WI 53575-0199

PRSR STD
U.S. Postage
PAID
MIDWEST FLYER MAGAZINE