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ON THE COVER: Piper Aircraft recently unveiled its new “PiperJet” to its dealers, customers and members of the media. Read about Piper’s first pure, jet-powered, turboprop design in the company’s 71-year history beginning on page 6.

PiperJet Photo by Carl A. Miller.

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Dialogue

From Professor To Pete... Information From The Experts!

by Dave Weiman

In this issue of *Midwest Flyer Magazine*, you will learn about the pilot skills once required to fly on instruments from Dr. Nihad E. Daidzic, Ph.D, chairman of the Aviation Department at Minnesota State University in Mankato, Minnesota. With a background in mechanical engineering, and an Airline Transport Pilot Certificate, combined with having worked at the National Aeronautics & Space Administration (NASA), Dr. Daidzic challenges our minds on the topic of “Time-Distance-Speed-Angle” problem solving in our “Instrument Flight” column beginning on page 47.



Immediately following Dr. Daidzic’s column on page 48 is “Ask Pete,” a more casual, sometimes humorous advice column on the topic of aircraft ownership, and other aviation topics. Columnist Pete Schoeninger has been around the patch a few times as an aircraft salesman and broker, fixed base operator,

and airport manager, and stays up to date on the market and market trends.

Another column in this issue includes the “AOPA Great Lakes Regional Report” by Bill Blake (page 24). Bill’s background as a military pilot, lawyer, association executive, and former director of the Illinois Division of Aeronautics, as well as an aircraft owner, gives him insight on both state and federal government, which helps him to represent general aviation interests.

Aviation Attorney Greg Reigel covers the entire gamut of aviation law in his “Aviation Law” column beginning on page 10. Especially noteworthy in this issue is his recommendations on dealing with Federal Aviation Administration (FAA) and National Transportation Safety Board (NTSB) accident investigators during his presentation at the Minnesota Aviation Trades Association (MATA) Conference (see page 52).

Keeping with the “accident” theme, Dr. John Beasley in his column “High On Health” shares his personal experience as a pilot involved in an accident. He says that the psychological aftermath of an accident may be worse than the accident itself. Read more beginning on page 21.

We welcome your comments on this and other issues of *Midwest Flyer Magazine* via email at dave@midwestflyer.com. □

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Piper Unveils Its First Pure Jet To Public



by Dave Weiman

VERO BEACH, FLA. – Aside from displays of the mockup, Piper Aircraft did not showcase the prototype of its new PiperJet to anyone until September 16, when dealers and Piper customers were invited to a special unveiling



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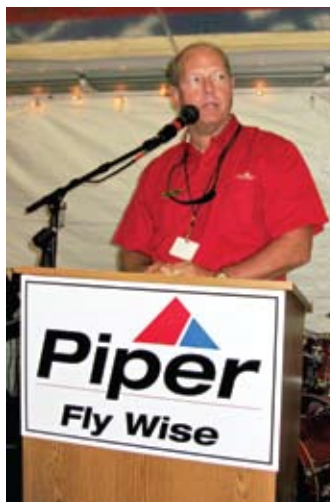
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(L/R) John G. Lowe of Chicago Piper, and Jack Peter of Des Moines Flying Service, in the cockpit of the PiperJet mock-up.



Bob Kromer
Vice President
Of Sales & Marketing
Piper Aircraft, Inc.



Piper President
& CEO, Jim Bass

PIPERJET CONTINUED

at the Piper plant in Vero Beach, Fla. The following day, members of the press were invited to also get a close-up look at the first pure, jet-powered, turboprop design in Piper's 71-year history.

We sat in the bleachers along Runway 11/29 at Vero Beach Municipal Airport (VRB) as we listened to the jet engine start up from behind us, next to the manufacturing plant. The sweet sound got stronger when Bob Kromer, Vice President of Piper Sales and Marketing, announced over the PA system that the aircraft was approaching show center.

"There has been a lot of work done by a lot of people to get to this day," said Kromer.

"The PiperJet is unique, and you are going to like it.

"We haven't yet completed the first 50 hours of flight testing, so we cannot make a 360 kt., low-level pass, but it will be fast enough that you will like what you see.

"With that said, it's flight time!"

Standing tall at 15 feet from the ground to the top of the tail, the PiperJet looks like no other jet on the market today.

With the engine mounted so high on the tail, there's no problem with jet blast, and ground personnel can walk around the aircraft with ease.

"The PiperJet is a comfortable and quiet way to travel because the engine is as far back as possible," said Kromer.

"The PiperJet has single-engine efficiency, and a small carbon footprint. Its cabin is big and luxurious. It's an airplane that looks like no other!"

As the aircraft prepared for takeoff, Kromer described the pre-takeoff checklist, including 15 degrees of flaps, and told us that the PiperJet burns a modest 77 gph at 360 kts.

On takeoff, the PiperJet peeled off to the right and behind us, with the profile of a jet fighter at a distance.

Kromer made note of the aircraft's 200 kt. climb speed at 3,500 fpm at sea level, up to 35,000 feet.

When the aircraft turned on to final to land, Kromer noted its 17 to 1 glide ratio and the use of speed brakes. Power is off at 50 feet above the ground, with touch down at between 70-75 kts.

"Though the PiperJet has been 3 years in development, you know you have a winner within the first 50 hours of flying it," said Kromer.

Following the unveiling, Piper Aircraft President & CEO Jim Bass stated that Piper's best days are ahead of it, and that loyal customers will make that happen.

"I applaud our customers, our team, our dealers for making this possible," said Bass.

"It is by no means an easy task, but we have the dedication to make this possible. We really think we have a great product. This marks the beginning of a new era for Piper Aircraft as the company literally takes flight into a whole new realm of performance, luxury and capability."

Present for the unveiling were

representatives from Garmin International and Williams International who answered questions about the avionics and the engine, respectively.

In closing, Kromer noted that there are 1,100 employees at Piper, and thanked the dealers and customers in attendance for being a part of the Piper family.

The PiperJet took its first flight on July 30, flew for 1 hour, reached a maximum altitude of 10,000 feet, and a speed of 160 kts. Piper test pilots, Dave Schwartz and Buddy Sessoms were at the controls, as they were at the first public unveiling of the aircraft.

Commenting on that first flight, Schwartz said: "The PiperJet exhibits excellent control response around all three axes. The ergonomics and the basic operation of the side stick control were excellent, with well-balanced and harmonized control inputs required for the airspeeds that we tested. Moreover, the expected level of pitch trim change with power applications was minimal and easy to overcome.

"The PiperJet is powered by a single Williams FJ44-3AP engine rated at 3,000 lbs of thrust. In the PiperJet application, the engine is de-rated to approximately 2,400 lbs of thrust. The FADEC control on the Williams engine greatly reduces pilot workload, allowing greater focus on controlling and navigating the PiperJet. Pushing the single-power lever full forward for takeoff results in a smooth, but rapid buildup of thrust and acceleration."

As Piper continues its initial 50-hour flight test program, it will work to expand the envelope of the aircraft, and further investigate its aerodynamic configuration and basic flight performance. Video footage of the initial flight test is available at www.piper.com/piperjet/

For additional information on the PiperJet, and other Piper Aircraft models, contact Chicago Piper and Des Moines Flying Service at 1-800-622-8311 (www.dmfcs.com). □

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AVIATION LAW

International Flight With The "Pink Copy" Of The Aircraft Registration Application?

by Greg Reigel

Attorney At Law

Reigel & Associates, Ltd/Aero Legal Services

A pilot who recently acquired a new Cessna 206 on floats asked me whether he could fly the aircraft into Canada while he was still operating using the "pink copy" of the aircraft registration application. The short, but incomplete, answer is "no." In order to operate a U.S. registered aircraft internationally, the aircraft must have a valid Certificate of Registration on board during the flight(s). The "pink copy" is not valid for border crossing flights.



CONTINUED ON PAGE 12

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AVIATION LAW CONTINUED

However, if a new aircraft owner wants to use his or her aircraft in international flight, when he or she submits the required registration documents (e.g. aircraft registration application, bill of sale or other evidence of ownership, etc.), a request for expedited processing of the registration may also be submitted to the Federal Aviation Administration (FAA). The FAA will then issue (usually within 72 hours) a temporary authorization or "fly wire" that will allow the aircraft to be operated internationally before the new certificate of aircraft registration is received.

For more information on the requirements for obtaining a "fly wire," check out the FAA's webpage on the subject at http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/registration_aircraft_committed_international_operation/. □

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

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EAA Seeks GA Relief From Proposed Canada ELT Rule

OSHKOSH, WIS. (October 23, 2008) – EAA has submitted comments to Transport Canada (TC) in an effort to reduce complexity and cost burdens on U.S. pilots flying into Canada post-February 1, 2009. On that date Canada will adopt the International Civil Aviation Organization (ICAO) standard requiring digital 406 MHz emergency locator transmitters (ELTs) in all aircraft during international flights. However, here in the U.S., the FAA is not planning to make any changes to FAR 91.207 (the regulation requiring ELTs in most airplanes) for domestic flights, so many U.S. general aviation (GA) aircraft will remain compliant to U.S. regulations and forgo the upgrade from the existing 121.5 ELTs to the more costly 406 MHz ELTs.

EAA is recommending that United States-registered general aviation aircraft that are in compliance with U.S. ELT regulations (121.5 MHz) be allowed to fly north of the border without 406 MHz units. EAA's recommendation would apply to all small U.S. registered aircraft - 12,500 pounds gross weight or less with a maximum five seats – claiming an equivalent level of safety under the U.S. ELT regulatory requirements.

“Requiring these U.S. aircraft to install 406 MHz ELTs could have an adverse economic impact on the general aviation industry and tourism between the U.S. and Canada,” said Randy Hansen, EAA government relations director. “Since the U.S. regulations currently require 121.5 MHz, many aircraft owners will likely opt not to install 406 MHz units and simply choose to stop flying into Canada, and that would be a lose-lose situation. We're offering a win-win solution.”

If the recommendation is not accepted by TC, EAA offered an alternative that would allow U.S. pilots to comply by using a 406 MHz

Personal Locator Beacon (PLB) instead of an installed 406 ELT. EAA also asks that pilots who fly common/direct flight routes over Canada between the Northeastern U.S. area and Michigan with no intention of landing at a Canadian airport, be

Sonex Comments On Proposed Changes To 51 Percent Rule

OSHKOSH, WIS. – Sonex Aircraft, LLC has submitted its comments to the Federal Aviation Administration regarding proposed policy changes to the Experimental-Amateur Built regulations. The message sent was to enforce the regulations already in-place, and not to place an undue burden upon builders complying with the spirit and intent of the Experimental-Amateur Built aircraft regulations by creating new regulation via changes in policy. The regulations found in 21.191(g) require the builder to fabricate and assemble the major portion of the amateur-built aircraft.

allowed to continue doing so.

Denis Browne, chairman of EAA's Canadian Council, concurs with EAA's recommendation, and has submitted comments recommending that Canadian registered GA aircraft also be allowed to fly with a 406 MHz PLB in

To require a specific percentage (e.g., at least 20% fabrication and 20% assembly) as being proposed, imposes a burden on the homebuilder community that is beyond the scope of the regulation, and is regulation by policy.

Sonex Aircraft joined EAA and others in opposing changes to the “51 Percent Rule” calculation and enforcement policy changes before the September 30, 2008 comment-period deadline. Sonex is concerned that the proposed changes will place significant burdens on those who are building within the letter and spirit of the regulations, while doing little to address excessive commercial assistance and “pro building.” □



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The Development of HondaJet Continues...



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

by Dave Weiman

HondaJet is Honda Motor Company's entry into the growing light business jet 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, and this is not just talk. 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 and production certification and is building a new facility in Greensboro, North Carolina, which will exceed 400,000 square feet and will consist of the company's world headquarters for



Michimasa Fujino, President & CEO,
Honda Aircraft Company, Inc.



Michimasa Fujino with HondaJet authorized factory sales and service center representatives and executive staff at EAA AirVenture 2008, Oshkosh, Wisconsin.



An artist's rendering of the new Honda Aircraft Company, Inc. facility in Greensboro, North Carolina.

sales and marketing activities, research and development efforts, and as a delivery center and production facility. Honda's goal is to complete type certification within the next two years, followed by the start of production of the seven to eight-seat HondaJet in the U.S. in 2010.

Honda refers to the HondaJet as an "advanced light jet" due to the many innovative technologies 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.

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

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Question: Do I need to purchase hull insurance on my rental airplanes if I am requiring all renter pilots to have Renters Insurance?

Answer: There are definite differences between the hull insurance a Commercial Operator would purchase and that which is available on a renter pilot's policy.

A Commercial Operator may purchase "All-Risk Physical Damage" coverage, which will respond in the event of damage to the aircraft that occurs on the ground or in the air. This coverage applies without regard to fault or negligence. It could apply to damage caused by a student or renter pilot, or an employee of the FBO, damage caused by vandalism or theft, fire, wind, hail, or even damage discovered during a preflight inspection due to some unknown cause. Hangar rash and ground handling incidents are frequently the cause of physical damage claims.

Renter pilots may purchase Non-Owned Aircraft Insurance with an optional coverage for physical damage to an airplane. This coverage is called Non-Owned Aircraft Damage Liability, with emphasis on the word "liability". In other words, the damage must have been caused by the renter pilot's negligence. It is not "all-risk" coverage. The renter's aircraft damage liability coverage would not respond to the loss of an airplane that may have been caused by improper maintenance or any loss caused by circumstances outside of the renter's control.

As you can see, choosing to rely on the renter pilot's insurance will leave many opportunities for an uncovered loss to occur. As a rule, it is never wise to rely on someone else's insurance to protect you or your assets.

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in the fuselage for passengers and luggage. Furthermore, 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. The HondaJet 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.

Since December 2003, the HondaJet prototype has completed nearly 400 hours of flight-testing. HondaJet's maximum speed is 420 kts, IFR range is 1,180 nm, and maximum altitude is 43,000 feet.

The HondaJet Pavilion at EAA AirVenture, Oshkosh, Wis., July 28 - August 3, 2008, again attracted a great deal of attention as in past years. The lighting showcased the HondaJet's striking blue and white paint scheme, and over-the-wing engine-mount configuration.

Last year during EAA AirVenture, I met with the President and CEO of Honda Aircraft Company, Michimasa Fujino, to learn more about the aircraft and the philosophy of the company. He said then that Honda's goal is to "deliver three key attributes – performance, quality and comfort – beyond what people currently expect

from light business jets."

"The difference between the HondaJet and other corporate jets will be in the attention to details," said Fujino. Honda surveyed and asked corporate pilots what they like best in the aircraft they fly, and what they like least. The designs that currently exist have been around for 30 years, and Fujino feels that corporate aircraft need a lot of improvement in fuel efficiency to protect the environment, and to better utilize space. "The next generation jet will be the HondaJet," he said.

"HondaJet will be more luxurious, and we want to change the concept of what luxury means for the customer. We want pilots to feel like they are flying a sports car, not a sedan. From a design standpoint, esthetics, corrosion prevention, and even the color are being considered."

The engine uses technologies that are light, fuel efficient, and also environmentally conservative, like its low emissions and low noise – more than 20 decibels quieter than any other jet engine on the market today. Fujino said that the increasing cost of fuel is the "trigger" to customer awareness. "We will not compromise the environment for speed, size or altitude. We want an environmentally friendly, efficient and comfortable corporate aircraft."

As for avionics, whatever avionics are state-of-the-art when the plane goes into production in 2010, will be installed in the HondaJet, said Fujino,

and it will be a standard package with very few options.

Fujino believes that the HondaJet will have a positive effect on other corporate jet manufacturers, as well.

"Not only will HondaJet incorporate new technology to make customers satisfied, but customers may not currently 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."

A lot of effort has been made to ensure that only the very best and most dependable suppliers are involved. Fujino is also comfortable with the dealer network Honda Aircraft has in place.

"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 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!"

Honda has established an independent network of regional sales and service representatives to support customers nationwide. These stand-alone HondaJet facilities will be solely focused on providing the highest level of customer care and will be strategically located around the country within a 90-minute flight from any customer's home base.

"We have chosen our dealers very carefully to insure that the specific needs of HondaJet customers will be fully met in every aspect of the sales and service process. I have tried to bring the automobile service business model to aviation. People like John Lowe (President and CEO of Des Moines Flying Service and HondaJet Midwest) understand this. At Honda, we think of the customer first. Customer satisfaction is the most important aspect of any manufacturing undertaking."

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Tom & Renee Watry

The current price tag for the HondaJet in today's dollars is \$3.9 million. For additional information on the HondaJet, see hondajetmidwest.com, or contact John Lowe at HondaJet Midwest at 877-686-0028. As reported in the August/September 2008 issue of *Midwest Flyer Magazine*, HondaJet Midwest is building a new facility at Aurora Municipal Airport (ARR), Aurora, Illinois. It will be completed in time for their first delivery. □



Light Sport America To Distribute UFO Enforcer

WARRENSBURG, MO. – Light Sport America (LSA), a division of McCoy Marketing Services Corp., of Punta Gorda, Fla., has added the "UFO Enforcer" rotorcraft to the line of light sport aircraft it is marketing and distributing in North America. The UFO Enforcer is a two-passenger rotorcraft manufactured by Renegade LSA & Rotorcraft of Warrensburg, Missouri. Light Sport America was recently also named the exclusive North American distributor of the Storm Aircraft line of light sport aircraft.

For less than the cost of two fully-equipped cruisers, a law enforcement department can acquire this aircraft. The Enforcer cruises up to 125 mph, slow flights at 35 mph, lands and takes off in as little as 50 feet, and has more than five-hour endurance at cruise speeds. The Enforcer has a payload of 650 pounds, and a range of up to 450 miles. The Enforcer uses 91 octane auto fuel, and the Sabaru engine uses automotive parts (www.lightportamerica.com). □



Gobosh Aviation 800XP... Latest Offering In Luxury Sport Aircraft™

SEBRING, FLA. – Gobosh Aviation has unveiled a new Luxury Sport Aircraft™ – the 800XP. The aircraft has a composite design and represents a collaboration between Gobosh Aviation and the design efforts of Mirek and Petr Kabrt. The 800XP design is so efficient that Gobosh says that they needed to find ways to limit the top speed to keep it under the 120-knot maximum limitation imposed by the FAA for Light Sport Aircraft.

The 800XP is manufactured in the Czech Republic for Gobosh Aviation by Aveko, a manufacturing conglomerate producing a variety of industrial and aerospace products ranging from servo motors, to composite subassemblies, to unmanned aerial vehicles for the military.

The "X" is a Gobosh designation for an all-glass cockpit. In this case, the Dynon EFIS-D100 (Electronic Flight Information System) is supported by select Garmin components. The "P" indicates that the airframe is equipped with a state-of-the-art

airframe parachute system called GO-SAFE™ System (Gobosh - Strategic Alternative For Emergencies™).

Initially the 800XP is being offered in the Elite and Elite+ configurations that are also popular on the Gobosh 700S. Qualified pilots may use the 800XP Elite Edition capabilities to fly day or night VFR. The top of the line 800XP Elite+ edition offers standard amenities including leather seats, a Garmin 396 with XMWX capabilities, Bose headset jacks and more. All Gobosh aircraft are backed by a two-year/400-hour warranty that is the longest warranty in its class.

To learn more about Gobosh Aviation, visit www.gobosh.aero. □

Mooney President Resigns

KERRVILLE, TEXAS – Dennis E. Ferguson, who headed Mooney Airplane Company as Chief Executive Officer from September of 2006 until last month, resigned effective September 26, and has been replaced with Robert B. Gowens.

Mooney Airplane Company, located in Kerrville, Texas, is a wholly-owned subsidiary of Mooney Aerospace Group, Ltd., a general aviation holding company. It currently sells three models of the M20—the Acclaim Type S, the Ovation3 and the Ovation2 GX. Since its inception in 1946, the company has manufactured and delivered more than 11,700 aircraft worldwide. □

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Hawker Beechcraft Breaks Ground On \$14 Million Indianapolis Facility Expansion

INDIANAPOLIS, IND. – Hawker Beechcraft Corporation (HBC) broke ground October 17 to expand their Hawker Beechcraft Services (HBS) aircraft maintenance and service facility at the Indianapolis International Airport. The \$14 million investment will include dramatic enhancements that consist of a state-of-the-art maintenance center and the creation of up to 50 new jobs.

The expansion will include a new 6,500-square-foot terminal and a 40,000-square-foot service hangar with 20,000 square feet of back shops and administrative offices.

The expanded facility will also offer guest offices for customers to use while their aircraft are being serviced, with each workspace supplying full office amenities including computers, Wi-Fi access, printers, phones and conference rooms with a view of the shop floor. The expansion also includes a new product showroom that will showcase the newest in avionics and interior options, as well as engine and airframe maintenance programs.

The expanded facility will serve as a factory service center for the company's entire aircraft line, including the Hawker 4000 business jet. The new facility is expected to open during the second quarter 2009 with 24-hour operations beginning within several months of the opening.

Indianapolis is one of nine U.S. locations where HBS is planning to significantly expand its customer service and maintenance offerings. Headquartered in Wichita, Kan.,



Representatives take part in the Indianapolis Hawker Beechcraft Services expansion ground-breaking ceremony. (L/R): John Kish, Executive Director, Indianapolis International Airport Authority Board; Mike Robinson, General Manager, Hawker Beechcraft Services Indianapolis; Robert Dakovich, Vice President Construction, VJS Construction Services; Andy Plyler, Vice President, Hawker Beechcraft Services; and Bill Brown, President, HBC Global Customer Service & Support.

HBS has leased space in Indianapolis for 37 years and has 43 full-time employees.

With 12 service centers located domestically and internationally, HBS' network of factory-owned service centers deliver professional value-tailored maintenance, overhaul, repair and upgrade solutions to private, corporate and government customers worldwide. □

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StandardAero & Wipaire Sign Caravan Support Center Agreement

SOUTH ST. PAUL, MINN. – StandardAero of Orlando, Fla., and Wipaire, Inc. of Fleming Field, South St. Paul, Minn., have signed a support center agreement, authorizing Wipaire as a StandardAero-approved installation facility for the Cessna Caravan 208-series aircraft engine-upgrade program. This engine-upgrade program replaces the PT6A-114 (600 shp)/114A (675 shp) powerplants with the PT6A-135A (750 shp) powerplant. Providing an alternative to traditional overhauls, the new engine provides an increase in power at altitude and an improved rate of climb. A redesigned air inlet results in improved ram air recovery to the engine intake – further increasing engine performance. Engines will be available for installation in the first quarter of 2009.

“As a world leader in manufacturing floats for small, amphibian turboprop aircraft, coupled with years of experience in airframe (STC) modifications, paint and interior, Wipaire is a great partner to introduce this program to Cessna Caravan 208-series operators,” said StandardAero General Manager, Manny Atwal. He added: “Wipaire is the first support center to be able to provide this service to Cessna Caravan 208-series operators. This partnership will enhance the level of support for our customers not only during the conversion process, but afterwards from a maintenance perspective.”

StandardAero is the only Pratt & Whitney Canada PT6A-designated overhaul facility that can offer customers both maintenance, repair and overhaul (MRO) and engine upgrade options (www.wipaire.com). □

One Zero Charlie

by Rebecca Jensen

In the middle of a cornfield, in the middle of America, you can tell who was born to fly; these people are always taking their adventures upward. Arthur Galt, Jr. was one of these adventurers and so are Michael Stanard and Ivan Djurin, co-owners of Galt Airport, Greenwood, Illinois. They are people in love with flight.

Many things begin with love.

Art Galt, Jr.'s adventure began with a woman he loved enough to leave his family behind and begin a new life in the McHenry County, Illinois countryside in 1949. It seems hard to explain how one man's love for a woman could bring him down and raise him up, but she did, and it did. Their journey to the outskirts of Woodstock, Ill., in McHenry County, is the beginning of the story.

Galt Airfield was formed out of corn and hay fields in 1952 on 300 acres of Illinois farmland. It's a good thing that Art Galt was not a farmer. I would hazard to guess that there was just too much work involved in farming. Really, he became a pilot because he was a fisherman. He and Vera loved to fish around the Apostle Islands, but hated the drive, so when someone offered to fly them up faster, Art jumped at the opportunity. That flight was his first experience with aviation and the beginning of a second love affair. He bought a J3 Piper Cub and plowed under some of his corn, Field of Dreams style, to create a grass landing strip, which became Runway 9/27.

Art and Vera brought back fresh fish from their fishing trips and hosted great cookouts, inviting the area farmers. It wasn't long before one plane attracted another. Soon, other pilots wanted to park their planes by Art's grass strip, and he was happy to share it with them.

Art Galt's airport became his life: he fenced off the air strip to keep



Arthur Galt, Jr.



Michael and Joleen Stanard

away the cows, ran lights down the runway to let people land at night, hosted picnics and even cooked lunches in their airport restaurant. Even after the health department shut down the Galt family restaurant, they still held cookouts, a tradition that has been maintained by new Galt owners Ivan Djurin and Michael Stanard on a grander scale. Now, pilots may come just for fuel, but they stay around the great fireplace when it's cold and stay longer for the camaraderie.

Stanard and Djurin first came to Galt, like other pilots, for the cheap fuel. Then, when their '57 Apache



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needed work, they left it at Galt's repair shop, and often drove out from Evanston and Glenview to keep tabs on the project. Stanard and Djurin recognized Greenwood's tranquility as well as the challenges involved in operating an airport. When the Apache was finished, though, they bought into the dream.

To buy an airport is to buy not only its memories, but also its trash... 25 tons of it, which had to be hauled off. Renovation work was extensive; the airport had deteriorated and debris had accumulated over 40 years. Art and Vera's 110-year-old farmhouse was in sad shape. The indoor pool, which had once been used in an attempt to put out a major fire in the aircraft repair shop, was filled in and the house renovated from top to bottom. It was 18 months before it was even livable.

Relationships build airports, they are built at airports, and they change our lives. Art's relationship with Vera built the airport and new relationships

have renovated it and kept it thriving.

Djurin and Stanard are committed to keeping Galt alive and growing by fostering relationships with the city, as well as pilots from all over the Midwest. What once was a withering little airport, now hosts Stanard's beautiful design studio, which looks out on Runway 9/27, as well as one of the largest annual fly-ins: "Flyers & Tires" (www.flyers-tires.com), which offers food, entertainment, and burnouts on Saturday and Sunday nights of the event. There are also hundreds of motorcycles and choppers on display, as well as antique and military aircraft and an impressive air show.

In 2005, Galt began hosting an annual concert series (www.galtfestivals.com) each July. A big draw for the Greenwood community, these concerts attract over 10,000 visitors. In 2007, they hosted Iron Butterfly (www.ironbutterfly.com) and Canned Heat (www.cannedheat.com). Hard landing concerts are held outside on an outdoor pavilion that Stanard constructed at the base of a natural grass amphitheater just short of Runway 9.

Why not just pancake fly-ins? Because pancakes don't cut it, according to the Stanards. Many of the small airports that can't attract jet traffic have negative cash flow despite taxpayer monies and federal government subsidies. Like other airports, Galt sells fuel and offers a flight school, but Stanard credits some of the airport's success to its piston shop, which is constantly busy. They also have a paint shop on the premises, which brings in pilots from all over Illinois and Wisconsin.

Unlike public airports, though, private airports like Galt receive no subsidies whatsoever, so many have faded from the scene. Where there were thriving communities of pilots and students, there are now lonely self-serve pumps and a keyless lock on the pilot's lounge door. Too many small airports have closed, and their million-dollar runways are silent.

Galt, located just west of Wonder Lake in Greenwood, Ill., and close to Woodstock, Ill., would be prime real estate, according to Stanard, for homebuyers priced out of suburban markets closer to the city. Every year, the subdivisions creep closer up from the lake and Woodstock. Like municipal airports trying to maintain a grasp on their property, Galt has built new Nested T and 50 x 50 ft. hangars, which it rents yearly. It has also made improvements to the field, recently extending and widening its runway, adding a parallel taxiway and installing new taxi lights.

Galt's grass strip is a big draw and used often by the flight school. Bigger still, however, is the airport's well-stocked lake and small cabin, complete with wood stove and bunk beds, which airport tenants can rent. Visitors can camp nearby and catch as many fish as they can fly home, homage to Art Galt's passion for fishing.

Every year, more and more rules are made that hinder general aviation. Like many others, One Zero Charlie might have disappeared, but it hasn't. The planes are still doing aerobatics over Greenwood, Illinois. Galt's future, according to Stanard and his staff, is to make One Zero Charlie the "most beautiful grassroots airport in America" and to "have fun doing it." After all, isn't that why anyone makes his or her home on an airport? □

Mesaba Rebuilds Hangar Despite Industry Dip

DES MOINES, IOWA – Mesaba Airlines is rebuilding a regional jet maintenance facility at Des Moines International Airport (DSM) that was destroyed on June 25 by a strong burst of wind. DSM Aviation Director Craig Smith explains, "This is huge. In an industry showing as much volatility as this one, a big player is continuing to show confidence in DSM." The cleanup and reconstruction started on July 7, and was expected to be functional by mid November. □



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After Bad Things Happen...

by Dr. John Beasley, MD

My Cessna 180 pitched up ignominiously on its nose when I tried to land on a too-soft runway. To add insult to injury, a busload of gawking school kids came by as I climbed out. Fortunately, other than minor damage to the airplane, nobody was hurt and the only major structural damage was to my ego. How could I have been so stupid as to try the landing? I knew it might be soft. Was my judgment totally off? Was I a lousy pilot? What would the insurance company have to say?



Dr. John Beasley

But much worse things could have happened, and have happened to many pilots. There could have been major damage, injury or a fatality. At Oshkosh in 2008: "Two people were killed Thursday morning ... off the east end of Wittman Regional Airport's Runway 27."

How does one cope with the reality of an accident and "get back into the saddle?" As a doctor, I've had

to deal with the times I have made mistakes and with the sometimes-tragic outcomes of those mistakes. We never forget stuff like that – as much as we may want to. I know the feelings of shock, anxiety, dread and depression that come when errors are made or accidents happen.* We ruminate on the event and its results. The psychological aftermath may be worse than the incident. I recall one malpractice allegation where a doctor was sued and even the jury decided that he had done the right thing. Still, he was so devastated that he left his practice. Not uncommon.

But, when bad things happen, there can also be some positive outcomes. We can build our relations with others by talking about the incident and our feelings. We can use the accident as an opportunity to learn, to improve our skills and perhaps take additional training. We can use this as a time of personal growth.

Change your outlook on the situation from "I'm a lousy pilot" to "I'm a good pilot who will learn from this experience." Reframing issues can be very helpful. Be kind to yourself. Seek out activities that divert your attention and, again, look for meaning and learning in the experience.

Legal issues? If there is the threat of legal action, this may make us afraid and defensive, and prolong the

process of psychological healing.

In these situations, your attorney is your best friend. You can pour your heart out, and what you say cannot be used in legal proceedings. Often as professionals we are too self-critical ("I shouldn't have been so stupid!") and your attorney may point out mitigating factors ("Even though you were too low, the other pilot..."). You'll feel a bit better. We often assume more fault than we should.

You can also talk to your spouse, to trusted and respected friends or instructors. It helps to talk things over. While in theory persons other than your spouse could be asked to testify in legal proceedings, I've never seen this happen, and probably the psychological benefits outweigh the legal risks in most cases.

Medical issues? After an event, there will be some grieving for our lost feeling of invulnerability at the least and perhaps for the actual physical, legal and financial losses as well. Usually we recover in a few months from this grieving process. If the recovery process is prolonged, or if issues like significant depression, insomnia, marital problems, or substance use (most often alcohol) result, then it's time to seek help from your doc. Will the FAA ding you on your next medical? Well, if your doc felt you needed medication, it

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will generally be 90 days after you complete your course of medication before you can get back into the air. Counseling only? Not a problem if your counselor can say "He had a rough couple of months after the

accident, but he's doing fine now."

And there are non-medical ways of dealing with the stress. A couple of studies have shown that aerobic exercise (preferably outdoors during the daylight) is as effective as the

prescription anti-depressants. Costs less, too!

Best yet, be careful out there, and let's hope that you never have this particular opportunity to learn! □

The da Vinci Diaries

Anyone with even a passing familiarity with Leonardo da Vinci's notebook drawings of flying machines, tanks, and other futuristic devices, is bound to wonder what the world would have been like had anyone, da Vinci or someone else, actually tried to put the designs into production. Fulfilling that curiosity is the premise behind James LaMalfa's book, *The da Vinci Diaries*, a dramatic novel in the voice of da Vinci's secretary and heir, Francesco Melzi, who recounts the world of da Vinci in the late 15th and early 16th centuries and da Vinci's own efforts to bring his inventions to life.

As LaMalfa notes in the introduction, Jules Verne based much of his fiction on da Vinci's inventions. While Verne allowed himself the latitude to explore those inventions in his own time, LaMalfa's undertaking requires a far greater discipline. In what could have become a wild flight of fancy, LaMalfa holds a tight rein on his narrative, remaining true to historical events and extending the changes brought about by the inventions only as far as the episode in which they are introduced. Even da Vinci's final three years spent in France as a guest of the French King, remain unaltered. The most far reaching speculation is left to the readers' imagination as the princes of the Italian states begin to discuss unification, an historical event which had to wait until the late 19th century to actually take place (albeit with great difficulty and much bloodshed).

The one area which eclipses even the historical veracity of the narrative comes from LaMalfa's familiarity



with flight, both powered and sail. As a flier for more than 20 years himself, LaMalfa graphically portrays the experience as well as the difficulties of flight, from the perspective of both the pilot and the engineer. His remarks and observations in these areas are subtle, but that subtlety makes the narrative come alive and ring true. Such an account from the imagination of a flier and an artist provides the story with the flesh and bones which make the characters real and the events palpable. For the non-flier, LaMalfa provides a useful description of terms and the way in which da Vinci understood these concepts, along with a useful list of "Things Leonardo Didn't Have" (p.xi).

LaMalfa also includes a wealth of information about the state of the art of bronze casting in the early 16th century. Many who know da Vinci from popular biographies will be pleased to read about the "Horse," which da Vinci, in LaMalfa's account, does finally get to complete. (Historically, in 1494, il Moro ordered the bronze which had been set aside for the Horse to be used for making cannons to defend Milan from attack

Books

by French King Charles VIII.)

The dialogue LaMalfa chooses to employ represents a neat approximation of the formality of the courteriers' language in Renaissance Italy. It seems a bit stifling at first, but after a few pages it becomes natural and blends seamlessly into the narrative.

"What if . . ." stories can easily roam too far afield, but LaMalfa maintains a tight discipline as a writer and keeps a clear focus on his subject. This consistency flows smoothly from his command of the principles of flight, as well as his knowledge of the life of da Vinci. Overall, LaMalfa's book is a good read and an interesting concept, whether your interests lie in flight, history, da Vinci, or speculative fiction.

Leo Hodlofski, PhD
Duke University

EDITOR'S NOTE: Professor James LaMalfa, long-time contributing editor to *Midwest Flyer Magazine*, says that he was moved to write this book because he thinks Leonardo da Vinci was one of the first engineers to think out what a flying machine would need to take flight. "I used only his own voice based on his notes from the over 5,000 pages that came down to us," said LaMalfa. "He wrote one book on bird flight, one on gliding flight, and one on the design of the flying machine. I asked myself how early flight 500 years before the Wright brothers flew would have affected history, and the book is the result."

LaMalfa, a professor in the Art Department at UW-Marinette, and the founder of the EAA Aviation Art Symposium & Contest at EAA AirVenture in Oshkosh, Wis., illustrated the book. It may be purchased from the University of Wisconsin-Marinette bookstore by emailing the bookstore manager, Kathy Claycomb, at mntbook@uwc.edu.

Civil Air Patrol Invades Camp Lincoln

by Jim Bildilli

Located just south of Capital Airport (SPI) in Springfield, Illinois, the Illinois National Guard's "Camp Lincoln" has served the military since its inception during the Civil War. It is not unusual to see the prerequisite military vehicles and personnel going about their business. However, for one week in July, seniors and cadets from the

Great Lakes states and as far away as Texas and Florida to participate. Over 50% of the cadets this year were young and away from home for the first time, which presented some additional challenges to the adult and cadet commanders.

During the encampment, cadets received instruction in several disciplines. A communications school prepared cadets for their Radio Operators Certificates, by teaching them how to set up,

Leadership skills were taught on two levels: one for second year cadets and another for those who are seeking to be cadet officers. Learning people skills, making informed decisions and accepting responsibility for one's actions were the central focus of the courses.

Although not a requirement, orientation flights provided the cadets with aircraft familiarization. This year, several cadets were afforded the opportunity to participate in either glider or powered aircraft flights. Three



Civil Air Patrol (CAP) "invaded" Camp Lincoln's Illinois Military Academy to participate in a summer encampment.

This year's commander, Maj. Noelle Sublett, started as a cadet nearly 20 years ago with the Springfield Composite Squadron. Assisting her was Maj. Kelly Robertson, who also has a long tenure with CAP. Noelle, with her staff of 47 senior members from four states (Wings), had responsibility for 169 cadets from seven states. Although a majority were from Illinois, cadets and seniors have traveled from the other

maintain and operate radios in a professional manner. Along with receiving their certificate, they learned about basic electricity and electronics. Near the end of the week, the students were tested by volunteer examiners on their knowledge and skills. Cadets successfully passing all of the tests received their Amateur Radio Technician License from the Federal Communications Commission (FCC).

CAP aircraft with six senior pilots provided 91 cadets with local orientation flights. Each flight began with a preflight of

CONTINUED ON PAGE 49



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GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

Let Your Views Be Known!

Fall is the season of state airport conferences. I will summarize the recent ones in my region and how they might impact you.

The first conference I attended this fall was the annual conference of **Michigan** airport managers. Presentations were made by state aeronautics staff, as well as regional FAA personnel. The state aeronautics director's message was that if there is not some kind of revenue enhancement (read that to mean tax and/or fee increases), state services may have to be cut. By the time you read this article, the legislatively appointed Transportation Funding Task Force should have submitted its preliminary report to the governor and legislature, which likely will be recommending tax and/or fee increases on general aviation, as well as other modes of transportation. It is expected that the report will be posted on the state transportation web site (www.michigan.gov/tf2). I urge all Michigan pilots to read the report and let your state elected officials know how you feel about the recommendations. Pilots from other states may wish to read the report to stay informed on what is happening in other states. Action taken on these recommendations will affect the cost of flying and state services received for years to come. AOPA testified at one of the task force hearings and encouraged the task force members to find ways to fund aviation needs without increasing aviation taxes.

A similar conference for **Illinois** airport managers was held shortly after the Michigan conference. Illinois officials speaking at this conference pointed out the \$2 billion state



budget deficit, and the declining state economy (thus, declining state tax revenue). State aeronautics officials reported that the bulk of the federal airport improvement grant funds received in Illinois have been going to Chicago O'Hare and Midway Airports. Without a system-wide capital improvement program, downstate airports are going to continue to deteriorate. Hopefully, by the time you read this article, the legislature will have passed, and the governor signed, legislation providing for such a program.

The **Indiana** airport managers annual conference produced a similar message with some slight variations. Barry Cooper, FAA Great Lakes Regional Administrator, urged the passage of FAA reauthorization to provide reliable funding for airport projects. As you probably know, the FAA has been operating under a number of continuing resolutions this year, making it difficult to implement airport construction projects.

I hate writing negative reports, but as they say, "*I am just the messenger.*" However, there is some good news out there for general aviation. At the Indiana conference, a representative from Allison Rolls Royce made a presentation indicating that the small, lightweight, turbine engines now being built, may be the future of general aviation. They run on readily available Jet A fuel and could operate on a number of other fuels. Turbine engines have been extremely reliable and have great longevity. The company announced earlier that it was working with Mooney Airplane Company to produce a production line turbine engine for the Mooney aircraft.

A representative of Swift Enterprises made a presentation on its renewable general aviation fuel that is less expensive, more fuel-efficient, and environmentally friendlier than any other fuel on the market today. It can be made from sorghum, corn, or other crops. FAA preliminary testing has found it to be suitable for existing piston engines and to produce about a 15% increase in power over avgas. It can be mixed with avgas or used exclusively. The company claims that, depending on various official approvals, it could be available for sale in 2009.


So I am not giving up on general aviation (and probably never will after nearly 50 years of flying). Neither should you. The best is yet to come! You can help that future by letting your views be known at all levels of government and by introducing someone to the joys of flight thru AOPA's "Project Pilot" mentor program: <http://flighttraining.aopa.org/projectpilot/>

For information on all general aviation issues, please visit the AOPA web site: www.aopa.org. □



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FROM PHIL'S DESK

AOPA has never been an organization that's content to rest on its laurels. So it should come as no surprise that we are once again introducing a tool that will revolutionize the way you fly.

Five years after bringing members free flight planning software, we have a new and better tool that integrates AOPA's outstanding Airport Directory information and weather with a flight planner you can use on any computer with Internet access...and it's still free to members.

INTRODUCING

AOPA INTERNET FLIGHT PLANNER

By Karen Gebhart, AOPA Executive Vice President, Communications



At AOPA we are always working hard to help keep your flying safe, fun, and affordable. That's why we are proud to introduce an amazing new tool that does all three.

The new AOPA Internet Flight Planner lets you plan your next flight any time, anywhere from any computer with Internet access. Whether you use Windows, Macintosh, or Linux, you can take full advantage of all the AOPA Internet Flight Planner's high-end features—and it's free to AOPA members.

When you plan a flight with the new AOPA Internet Flight Planner, you get more than a route. Detailed fuel-price and airport information from AOPA's Airport Directory is accessible right from the flight planner, bringing you everything from FBO information to taxi diagrams and approach charts all in one place.

You'll also get weather affecting your flight. The most current weather information is automatically downloaded when you click the "Plan This Route" button.

We've even preloaded the flight planner with performance data for many of the most popular GA aircraft to save you time.

For pilots who want something other than a

"standard" route, we've made it easier to alter and optimize your flight plan, letting you fine tune everything from your waypoints to your altitude so you can easily and efficiently take advantage of winds aloft or avoid weather.

Even with all these exciting new features, the flight planner continues to use Jeppesen's database and flight-planning algorithms for the most reliable plans anywhere.

We know that in today's technology driven world, things can change fast. That's why our talented team of in-house Web developers built this new flight planner. Because we created it and maintain it ourselves, we can quickly react to your suggestions and developing technologies, ensuring that the AOPA Internet Flight Planner continues to deliver the best and most useful flight planning features around.

If you are already an AOPA member, go ahead and kick the tires, then let us know what you think. We look forward to making the new flight planner even better based on your input. If you're not a member, join today and get in on the next revolution in flying.

JOIN AOPA TODAY TO USE THIS NEW RESOURCE www.aopa.org/join

Hi Dave:

I looked forward to reading the Air Race story (October/November 2008) because I believe Karen (the author) lives near me and we have talked a couple times. But as I got into it, I decided that these were not my kind of pilots. No awareness of their environment and getting lost in the simplest circumstances. But then I kept reading and all in all, I think they did a good job and Karen wrote it well.

Perhaps I am a minority, but my greatest appreciation of flying comes from getting to see things that others do not. Learning the geography of our beautiful country is important. It came to me late in life. (And) trying to absorb the local culture and names.

Item 2 and 3 seemed to escape Karen and Judy. They parked their airplane for about four days at Gallatin County Airport, out in Belgrade, Montana. It is somewhat removed from Bozeman, but uses a related fix ID because Bozeman is the closest big town. Gallatin County Airport and Bozeman sit in the Gallatin Valley. Hard to get lost in a valley, eh?

When you depart BZN, if you look out the southwest side of your plane, you might notice the Gallatin River, about 3 miles southwest, one of the three tributaries that make up the mighty Missouri not far away. But as you look at the river, you might notice the interstate highway right next to the airport! This would be the Main Street of America as some call it because it is one of the longest or THE longest Interstate in America. Others just call it I-90. It wanders through the valley to the southeast quite a ways and perhaps 10 to 15 miles beyond the city of Bozeman before encountering any serious terrain. Of course that is where it leaves the Gallatin Valley and goes to Billings, which is on the way to Miles City, their next stop. I-90 actually goes to Boston, near the final destination (sort of). But in any case, the highway is the way out of town in a low-performance airplane.

Still, a great adventure and I'm glad we didn't read about it in the newspapers. We don't get to see stories like this often. Thanks Dave, and thank you, Karen, for a great story!

Martin Coddington
Retired Air Traffic Controller
& Retired Northwest Airlink Captain
Prior Lake, Minnesota

Hi Martin:

I appreciate your interest and perspective. I am just a Private Pilot with a lot to learn, but I do take flying seriously. Your letter implies a fundamental lack of airmanship, which simply isn't the case, but I can see how you may have gotten that impression. Let me explain:

First, we did not get lost in the valley. We got lost finding the route we wanted out of the valley.

Second, the big ol' highway leading out of the valley was in the opposite direction of our route. We weren't looking for "easy" during the race. We were looking for the shortest route that our plane was capable of flying.

Third, yes, we got lost. Dang. That happens sometimes when you're flying VFR in unfamiliar territory (or driving, too, for that matter). Our route was described to us by a local pilot and sounded much easier than it was. But we got un-lost safely, which, I think, is most important.

That said, Martin, I'm glad you enjoyed reading about our adventure, and thank you again for voicing your concerns. Together, we can all help each other be safer pilots and continue enjoying our special view from the sky.

Karen Workman
Private Pilot
Northfield, Minnesota

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WHERE TO GO: Owatonna

by Karen Workman

Why would anyone

go to Owatonna, Minnesota?

Surrounded by fertile fields of corn and soybeans, it would appear to be a common midwestern town.

But if you scratch the surface, you'll find that Owatonna is also a great pilot's destination.

Located 45 nautical miles bearing 182 from Minneapolis-St. Paul, Minnesota, the Owatonna airport (KOWA) is large enough to accommodate business jets on its 5,500 x 100 foot concrete runway with an ILS. Yet it's still friendly enough to keep fresh homemade cookies in a glass jar next to the hot coffee.

Family-owned Rare Aircraft (www.rareaircraft.com) is based at the airport. Its core business is sales and restoration of vintage biplanes, and they have certainly had some beauties over the years. If you're lucky, you may be escorted through their facility where they're likely to have a couple of aircraft in various stages of restoration, wood spars exposed and all. The work they do on these impressive aircraft is stunning. Rare Aircraft also offers top-notch flight instruction, full-service aircraft maintenance, and new American Champion aircraft sales.

Langer Aviation is also located on the field, and provides aircraft maintenance and custom parts fabrication services.

Only a mile from the airport, you'll find an enormous Cabela's ("World's Foremost Outfitter") retail store. That in itself would make a trip worthwhile for the whole family. As might be expected, Cabela's is loaded with gear for hunting, camping and fishing. It



Karen Workman

also carries family clothing, shoes and home decorations. But what makes Cabela's stand apart is its walk-through fish tank that you have to see to appreciate, and impressive dioramas throughout the store. The animals are so life-like, I've seen people stop to watch, expecting to see movement. After you've explored the store to your satisfaction, you can enjoy a simple meal in the cafe on the second floor. Best of all, a shuttle bus operates between the airport and the store.

If you're feeling energetic, you can walk less than a quarter mile further to find a couple of great restaurants including Famous Dave's Legendary Barbeque and Timberlodge Steakhouse. There's a small complex across the street with a Starbuck's Coffee shop, and a Russell Stover Candy outlet, too. At Russell Stover, you can find incredible deals on fine chocolate. They even have an ice cream corner with tables where you can sit and re-energize yourself with a hot fudge sundae while soaking up the chocolate essence of the store.

If you can wrangle a crew car or taxi, you could go to the Medford Outlet center just two miles up the frontage road from Cabela's. There you can spend an afternoon shopping

for bargains at Old Navy, Liz Claiborne, Nike, and Levi Strauss, to name just a few outlet stores. I don't have to expound on the joy of that!

A little deeper in town, the Steele County Historical Society runs the Village of Yesterday. To quote their brochure, "With its 15 historic structures, this unique park recreates how daily life was for the settlers. There are two log cabins, a railroad station and a caboose from Steele County dating back to the 1850s, general store/post office, fire station, farm machinery building, blacksmith shop, country school, the Dunnell mansion built in 1868, and the St. Wenceslaus of Moravia Church built in 1891. The buildings are furnished according to the time they were built, and are connected by a boardwalk."

Year round, Owatonna is a fine family destination. For a more comprehensive guide to Owatonna, go to their Chamber of Commerce website: <http://www.owatonna.org/> Carpe diem!

EDITOR'S NOTE: Karen Workman is an instrument-rated private pilot, and works in a corporate flight department as the office administrator. She lives in Northfield, Minnesota with her husband, Eric, who is also a pilot. □

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Chippewa Valley Airshow... For The Scouts, For The Community!

by Geoff Sobering



EAU CLAIRE, WIS. – The Chippewa Valley Airshow, which ran the second weekend in September, had a great lineup of performers and a very nice venue. It was a particularly good event for the “Converting-Jet-Fuel-Into-Noise” crowd. Headlining were the Navy’s Blue Angels. Also from the Navy was the F-18 Super-Hornet demo team.

Vapor explodes from the tail of the F-15 Eagle at the Chippewa Valley Airshow in Eau Claire, Wis.

CONTINUED ON PAGE 35

(Photo by Geoff Sobering)

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The Pietschs – A Family of Fliers

by Jennifer Dame

It was a beautiful, late summer day in North Dakota, Bottom Just off Hwy cornfields and winding, dirt road, the fly-in...and Warren Pietsch.

Just across the runway, in the front yard, sat 30-the hilly, unassuming North Dakota landscape.

as my family and I headed to the Rock Rendezvous. 52 amidst the hay bales on a we pulled into the home of

plus airplanes, an amazing site dropped into Everything from Piper Cubs to warbirds and



(ABOVE PHOTO) The "Jelly Belly" Interstate Cadet being flown by Kent Pietsch. (Photo by Geoff Sobering)

(LEFT PHOTO) (L/R) Kent and Warren Pietsch take their bows along the flightline at the Chippewa Valley Airshow, Eau Claire, Wis. (Photo by Geoff Sobering)

(RIGHT PHOTO) Warren Pietsch with his son, Logan. (Photo Courtesy of Pietsch Family)

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(TOP PHOTO) Pietsch Home Fly-In. (LOWER PHOTO) Pietsch Flying Service, Minot, N.D.

a few homebuilts graced the presence of the Pietsch home. As the day rolled on, a briefing was held in one of the hangars (a.k.a Warren's garage) about a flour bombing contest that was to take place: "No more than five in the pattern, no less than 300 feet from the ground... feel free to land on the grass, but watch out for gopher holes!"

The weekend's activities continued for the Pietsch family as they awoke the next morning to the Dakota Territory Air Museum Fly-In Breakfast to give away an airplane as a fund raiser – all in a day's work for the Pietsch family.

This family of high fliers started from the ground up with their dad, Alfred (he was affectionately known as "Al," and he had a heart of gold for his family and friends, and a passion for flight). Al was one of nine children raised 10 miles south of Minot, N.D. He jumped on the airplane craze of the 1920s and '30s and never looked back. He would later tell the story that his first ride was in a J-2 Cub, but it never took off because of the heat and humidity. His actual first ride didn't come until 1937 in a Stinson.

By the mid 1940s, the war was slowing down and Al was headed back to North Dakota and aviation. He started a hobby shop and he began spraying with an Aeronca 7AC that he and his brothers had worked on. This eventually led to Pietsch Flying Service where they fixed, serviced and restored aircraft, and he continued crop spraying.

In 1959, Al Pietsch bought a hangar on the west side of the Minot Airport, after they had teamed with the Mooney factory in Texas. Al worked alongside the Mooney factory assisting with many improvements on the airplane, including design work and heater testing because of the chilly temperatures in North Dakota.

In 1967, Al was ready for the air show circuit. He and the crew at Pietsch Flying Service built a single-engine, homebuilt Starduster Too that he flew all over the world until his death in 1995. A favorite family story is when he talked about flying the aircraft for 6 hours over the ocean on his way to an air show in Bermuda.

Through it all, Al and his wife, Eleanor, who also was a pilot, managed to raise three boys – Gary, Kent and Warren – all of whom, you guessed it, fly! All three boys soloed on their 16th birthdays and began working at Pietsch Flying Service (now Pietsch Aircraft Restoration

& Repair). Tragedy struck when Gary was killed while flying a Citabria on June 8, 1974 on his way home from a friend's house. It was speculated that he fell asleep. He was 26 years old and had over 13,000 hrs of flying time. Once again, tragedy struck when Al Pietsch was on his way home on August 18, 1995, returning from a charter flight to Minnesota. He and a young pilot by the name of Stan Hatmaker, encountered a micro-burst and the aircraft went down, killing both pilots.

Despite these hardships, Kent and Warren continue the family tradition.

Warren began flying charter and performing in air shows soon after high school and continues to operate the family business with his wife, Jolene. Their restored airplanes can be seen throughout the world.

Between Warren and Kent, they fly approximately 30 air show performances each year.

Kent performs a comedy routine in his 1942 Interstate Cadet, including, but not limited to, extreme maneuvers and landing on the top of his RV. Jelly Belly® sponsors Kent's act.

Warren flies in a 1946 Taylorcraft, which he modified by reducing the wingspan 14 feet to become a Clipped-Wing Taylorcraft, and the Schnortenzummer, a high-performance, mid-wing aircraft. His shows are precision aerobatic routines that are quick and up close.

Both Warren and Kent have successful careers with major airlines. But whether flying large airliners, or their little puddle-jumper air show planes, it is flying in general that keeps them excited about life.

"Flying is three-dimensional," says Warren. "There's nothing better!"

Warren sits and thinks for a moment, lost in thought. "It is like a quote from Charles Lindbergh that goes something like this... 'Flying is the perfect combination of science, nature and human skill.'"

As for the Dakota Air Museum in Minot, it is located

there, because the Pietschs are there. "People just kept bringing us aircraft and artifacts from all over the region," Warren said.

One of the prides of the museum is a collage of 100 cancelled letters/envelopes from all 100 airports in North Dakota during the state's centennial celebration in 1989. Currently, the museum is being expanded to improve its ability to display future additions and educate visitors.

Collecting is not only limited to the museum for the Pietsch brothers. They, themselves, have amassed quite an array of aircraft as well.

"There are several antique airplanes at the museum right now,"

says Warren as he runs down a list of planes that they have either owned, currently own, or have done work on:

- 1932 Monocoupe 110.
- 1938 Monocoupe 110 Special.
- Two 1931 Waco QCF2 bi-planes.
- Two TBM Avengers (WWII torpedo bombers). One is currently in Australia, and the other is in a museum in Ohio.

• 1928 Travel Air 3000 with a Hispano Suiza engine.

• Numerous Cubs, Champs, Luscombes, etc.

The Pietschs have also built all of their air show airplanes. "We typically have three or four projects going on at one time. But it really is a group effort; the crew at Pietsch Aircraft

really does most of the work on those planes," said Warren.

And as for the children and the airplanes in the front yard, "We hope that they will want to fly, but mostly we want them to do what makes them happy." There is a love and a respect for family and aviation that soars high among the Pietschs.

"It is a lifestyle for us," said Warren. "We grew up working in a hangar every day, which gave us an opportunity to experience things and meet people only an aviation life could provide."

To learn more about the Pietsch family, log on to their website at www.pietschaircraft.com. □

Going For A Ride With Air Show Performer, Kent Pietsch

by Geoff Sobering

When someone asks me if I want to go flying, "Yes!" is my automatic response.

There is even less thought involved when the person asking is an award-winning air show performer, and the plane is a newly restored show-plane. Still, it is a bit disquieting when the next comment is, "I'll have to put the aileron back on first." But for Kent Pietsch and his "Jelly Belly" Interstate Cadet, taking off and putting on the aileron is an (almost) everyday event.

There aren't many planes in the world with a T-handle in the cockpit to jettison an aileron in-flight, but Kent's Interstate is one of them. In fact, the day he took me for a ride, the release system in the new plane was still in shake-out mode, having been a bit balky in tests, although it worked



Anthony Garcia

flawlessly during the air show that afternoon in Eau Claire, Wis.

While Kent was installing the starboard control-surface, I asked how

the plane flew with only one aileron: "Not bad... it turns a bit better to the left." I was a bit concerned about the structural integrity of a part that had fallen a few hundred feet to the ground earlier that day, but Kent pointed out the somewhat battered fake foam aileron that he uses during his comedy routine leaning against the back wall of the hangar.

While Kent was doing the preflight walk-around, he pointed out with some dismay a small scrape to the nav-light mount on one wingtip. Watching his act as a spectator, it certainly looks like he's dragging the wingtips across the runway; I'd always assumed he had sacrificial blocks mounted to the ends of the wing. In fact, Kent tries very hard to

CONTINUED ON PAGE 38

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Safety Is A Priority Everyday!

by Gary Workman

Director, MnDOT Office of Aeronautics

The holiday season is in full swing and the icy grip of winter is upon us. But that doesn't deter us from finding ways to not only enjoy the spirit of the holidays, but also the chill of winter.



Gary Workman

Winter is a perfect time to attend FAA safety seminars. When it seems it is just too cold to fly, it is always warm and fun to be in a room with many dozens of aviation people whose concern is learning the latest safety information and best practices. What a great and productive way to spend a

winter's afternoon or evening.

The coming year will be a challenge as we all deal with the stresses of life in general. But I implore each and every pilot to make a maximum effort to review his or her safety practices involving flight from start to finish. I ask you to review your knowledge of your aircraft's recommended emergency procedures. Be sure to always use your checklists, again, from start to finish, when you fly.

We noted a significant increase in aircraft accidents in the third quarter of 2008. It makes one ask the question "why," but in the end the responsibility rests on the pilot to be fully prepared and follow proper procedures. Pilots must be sure they are maintaining maximum proficiency and knowledge about their aircraft,

knowledge of safety rules, guidelines and procedures. All pilots should be fully aware of their own health and general conditions, and their skill level proficiency before flying.

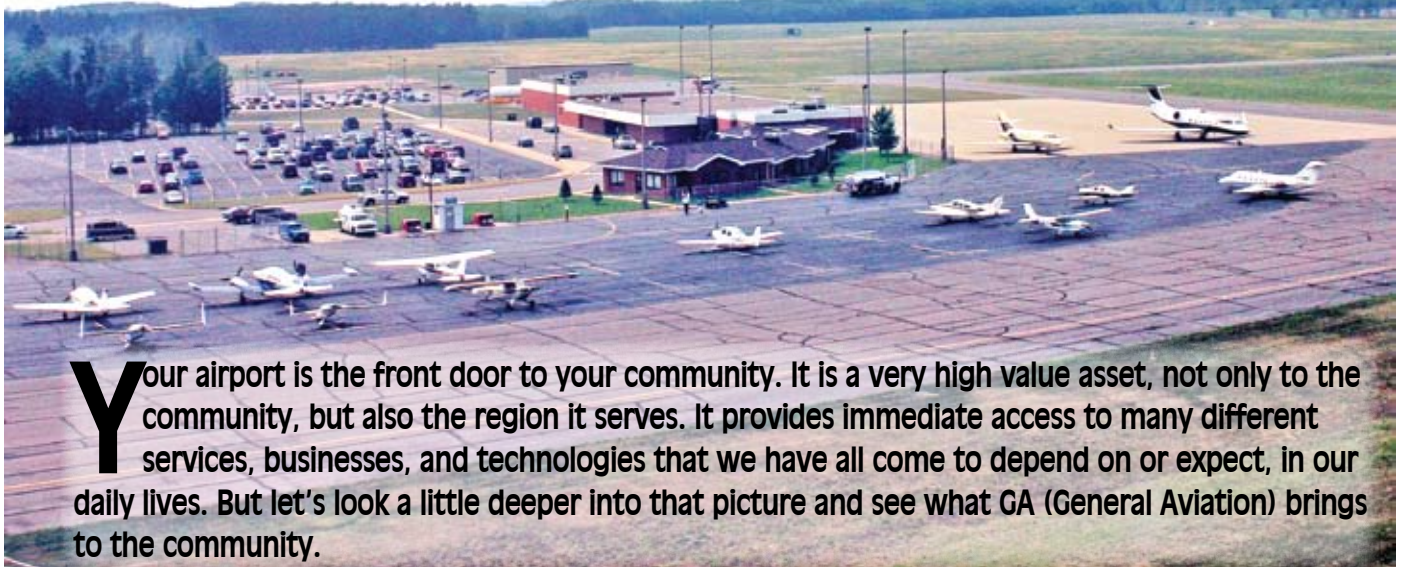
If you have any safety questions, ask your FAASTeam representatives, your Aeronautics AvReps, or your friendly flight instructor, but ask! Don't guess or delay seeking information.

So why not take some time to prepare yourself with up to the latest facts and information? Then go out and fly safely and with confidence. Please make this a priority and remember to be extra cautious during the ice and snow season when taxiing, driving, or simply walking. Safety is a priority everyday, so we hope to see an increase in the number of pilots attending this coming year's safety seminars.

Have a great holiday season! □

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Your airport is the front door to your community. It is a very high value asset, not only to the community, but also the region it serves. It provides immediate access to many different services, businesses, and technologies that we have all come to depend on or expect, in our daily lives. But let's look a little deeper into that picture and see what GA (General Aviation) brings to the community.

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At the very least, GA is an integral and important part of the American economy. Aviation in general, but specifically General Aviation, in some way touches the lives of nearly every American on a daily basis. According to data provided by *GA Serving America (GASA), General Aviation contributes \$150 billion to the U.S. economy. That equates to fully 1% of the GDP of the United States.

On a more local level, every dollar spent on improvements at your local GA airport translates to \$6.70 in off-airport economic gains for the local community and surrounding communities, according to GASA data! You might ask how \$1.00 can turn into nearly \$7.00? The answers are clear.

Your GA airport opens up opportunities for tourism growth locally and within the surrounding region. It does this by providing top quality services at an efficient location to attract pilots and their passengers from all over the state, nation, and the world, to come and visit your community. It gives the pilots an opportunity to quickly and easily fly to your city to enjoy and experience the local history, culture, and area attractions, whether man-made or natural. Your GA airport is a tourism magnet!

As tourism via your GA airport grows, your community will find new ways to be even more attractive to guests from other states and even other countries. That means more dollars in local construction, in food and fuel sales, in health services, in general sales, jobs, and the list goes on. The point is simple. If your community is not located along a *major* thoroughfare, then about the only way it can grow and prosper is when it has a GA airport as its front door!

Across the country GA provides and supports more than 1.3 million high-skill jobs in professional/technical services and also in manufacturing. Most of those jobs are high-wage positions where demand to fill these jobs continues across the

nation. In addition because the airport is there, jobs are created at the airport. Businesses and thus jobs are also created within the community because of the products and services used by the airport and by those pilots and aircraft owners that use the airport.

As jobs are created within the community, local businesses will thrive and grow because of the employees that come to the community to fill the newly created jobs. GA Serving America states on their information-filled website, *"Many manufacturing firms intentionally locate themselves within 10 miles of a public-use airport so that they can exploit the speed and access provided by GA. Community airports allow local businesses to reach new markets, work with suppliers from neighboring states, or to ship time-critical parts and materials to their customers. Local area businesses gain enduring competitive advantages when they use the nearby airport; at the same time, the surrounding community gains jobs."*

This can mean not only the opening up of new jobs locally, but also growth and improvement in community services and quality; opportunities for expansion and growth in the local economy, and improvements in the overall quality of life experienced and enjoyed by everyone in your community, because, in fact, *everyone* benefits from GA!

GA is vitally important to any community that does not want to be excluded from growth and improvements in the future. Every community that has an active GA airport today has an economic engine of significant proportion that provides benefits to every citizen in the community, whether or not they participate in aviation. Bear in mind that in Minnesota, all the money provided and spent on the local airport comes from aviation taxes and aviation user fees. None of that money comes from any state or federal general fund. Thus, if you do not fly

as a passenger on commercial carriers, or if you are not a pilot or aircraft owner, your tax dollars are not spent on aviation.

Once again, from the GA Serving America website, it says, *"GA's greatest role in our economy is its ability to enhance the profitability and competitive strength of U.S. businesses and industries. Employers who take advantage of the speed and flexibility offered by GA have proven time and again that they will outperform businesses that rely solely upon the airlines for travel."*

GASA says, *"GA today touches nearly every aspect of our daily lives, and its continued success will shape American society and the American economy over the next century."* More than 166 million passengers fly on GA aircraft annually in the U.S., and that number will continue to grow in the future.

By having a quality GA airport, your community can become very attractive to new industries as well as new tourist destinations. The new industries will develop facilities and bring jobs and economic growth to your community because of the airport. That means construction jobs; jobs for plumbers, roofers, electrical workers, flooring installers, glazers, cement workers, food service, health and medical services, and others from the local community and surrounding region.

The construction of a new facility for a new company in your community can also mean immediate improvements to local infrastructure that further benefits the entire community, like a new or improved road, or better street lighting for instance. And once built, there are new jobs open to the community that would not have existed were it not for General Aviation and your local airport.

When tourists visit your city, they will rent vehicles, stay in local hotels and B&Bs, and eat in local restaurants. They will purchase many items from gift, craft, and novelty

shops. They will spend money for local entertainment. They will enjoy themselves, and tell their friends, who in turn come and visit your town via your GA airport! Quite simply, every

dollar spent locally on or at the airport and in the community by people who have flown in, is money in that community that wouldn't be there were it not for the GA airport and the

services it offers.

Do you see it now? It's a win-win situation for GA, your airport, and for your community!

*www.gaservingamerica.org ☐

CHIPPEWA VALLEY AIRSHOW FROM PAGE 28

The Air Force was well represented with their "Viper East" F-16 demo team. Rounding out the "jet toys" was Paul Stender and his "Speed For Hire" collection of jet-powered vehicles, including a jet-powered school bus and a jet-powered outhouse. But it wasn't all jet engines and ear-plugs. The Army's Golden Knights parachute team was also there, and high-energy aerobatics were well represented by Mike Wiskus with his Lucas Oil Pitts, and Paul Lopez in his MX-2.

Nikolay Timofeev demonstrated his extraordinary aerobatic skill and the capabilities of the Sukhoi Su-26M. A bit slower, but no less exciting, was Gary Rower and his 450 horsepower Stearman. Rounding out the bill, Kent Pietsch brought his newly restored Jelly-Belly Interstate Cadet and the "world's smallest airstrip" motor-home to present his off-beat performance, which includes having an aileron fall off in mid-show, dragging a wingtip along the runway, performing a "dead stick" aerobatic routine, and (of course) landing on top of the motor-home.

The Friday "practice" show was a great bonus for the weekend. In the morning, two F-15s did a number of fly-bys before landing for their static display. Just after 12:00 noon, the show started with the two Blue Angels solo planes taking off for a long practice session. The Blues' C-130 transport, "Fat Albert," did some practice passes, too. Then there was not one, but two Super-Hornet demo team performances, along with the F-16 demo. Lots of jet-noise! Mike Wiskus, Gary Rower, and Nikolay Timofeev flew, and the Golden Knights all landed right on target at show center! Kent Pietsch flew a "composite show" with parts

of his comedy routine, aerobatics, and the motor-home landing. The already difficult RV landing was made just a bit harder by the missing aileron from the comedy portion of the act. The Blue Angels topped off the afternoon with their full performance.

Unfortunately, the high clouds that slowly moved in during Friday's show were the leading edge of a weather system than dropped the ceiling overnight to about 300 feet, and brought intermittent rain all day Saturday. Sunday dawned with high enough ceilings for most of the show to go on. Despite the weather, 65,000 people made the show a financial success!

The flying portion of the Chippewa Valley Airshow was great fun, but the show's organization was also very interesting. Uniquely, this show was presented by the Chippewa Valley Council of the Boy Scouts of America. Over 1,000 scouts helped with setting up chairs and tables, clean up, and assorted tasks throughout the

weekend. Julie Pangallo, the show's press secretary, summed it up nicely: "Even though it wasn't exactly the air show as we planned it, it was a terrific show, and the scouts learned a lot about responsibility, as well as how to adapt, improvise and overcome (challenges)!" Topping off the scouts' experience, Saturday evening Lt. Frank Weisser, Blue Angel #7, addressed them at their camp on the airshow grounds. He spoke to about 750 scouts and adult leaders about how his Eagle Scout experience taught him things that helped him become a combat pilot and Blue Angel. In addition to the Boy Scouts, the show could not have happened without sponsors like locally headquartered Menards, Mega! Foods, Pepsi, and the Wisconsin Department of Tourism, along with the many businesses that sponsored chalets. Xcel Energy sponsored admission for kids 12 and under. Julie Pangallo thought that sponsorship helped many make the show a real family event. ☐

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Kassandra Walbrun

Airport Compliance Manager, WISDOT Bureau of Aeronautics

In January, the Wisconsin Department of Transportation's Bureau of Aeronautics (BOA) Aeronautical and Technical Services Section welcomed Kassandra Walbrun as an aviation consultant. Kassandra primarily serves as the bureau's airport compliance manager.

Although Kassandra is relatively new to the aeronautics field, she has a diverse background working on a variety of local, regional and state level planning issues, which are increasingly important for airport management. Her knowledge about Wisconsin's multi-faceted government structure, municipal cooperation and land use provides a key insight into many of the critical issues facing Wisconsin airports.

Kassandra most recently worked in WisDOT's Bureau of Equity and Environmental Services as a planning analyst and also in WisDOT's Office of Policy and Budget. Some of her other past work experience includes positions in local and regional planning agencies. Kassandra is a past alumnus of the UW-Madison, earning a



Kassandra Walbrun

bachelor degree in Natural Resources and a master's degree from UW-Oshkosh in Public Administration. She is also a certified planner.


As her role continues to evolve in the bureau, Kassandra works persistently to ensure that cooperation is the focus of her efforts, provides advice to airports, and clarifies requirements of federal grant assurances. Kassandra's primary goal when working with Wisconsin's airports on land-use issues, compliance, minimum standards and other operations issues is to create a win-win situation while not compromising essential program goals and federal requirements.

Recently, Kassandra updated the

compliance review process to help airports work with BOA staff to improve airport compliance with state and federal requirements. She believes that fairness and transparency in the process are the keys to achieving successful outcomes. The annual "Airport Operations and Land-Use Seminar," October 28-29, 2008, focused on many related issues, including airport master planning, wildlife hazard abatement and airport ordinance development.

As part of her role in the bureau, Kassandra collects and publishes the annual "rates and charges survey" of airports in Wisconsin. The 2007 survey (collected this summer) achieved the highest survey response rate ever. Survey results will soon be posted on the WisDOT/Aeronautics website.

When not working, Kassandra enjoys spending time with her husband and two children (ages 1 and 4) and a Labrador retriever named "Jules." When time permits, she tries to fit in a round of golf, attend a Badger game, or work in the garden.

For questions regarding airport compliance issues, the rates and charges survey, land-use issues, or other related questions, please contact Kassandra at kassandra.walbrun@dot.state.wi.us or call 608-267-2142. 

Flight Instructor Refresher Clinics, One Option To Renew Certification, & Informative For All Pilots

*by Jeffery Taylor,
WisDOT Bureau of Aeronautics
Aviation Education Consultant*

Conducting flight instructor refresher clinics has been a



Jeffery Taylor

keystone of the WisDOT Bureau of Aeronautics aviation safety program for over 40 years. Commonly called "FIRC's," these seminars allow certified flight instructors (CFIs) to renew their instructor certificate for 24 calendar months. Historically, the



Dave Weman

Flight instructor Harold Green with instrument student Reid Jorgenson at Morey Airplane Company, Middleton, Wis. (C29). Green attends the Flight Instructor Refresher Clinics sponsored by the WisDOT Bureau of Aeronautics.

clinics were structured to be a review and to “refresh” instructors on the basics of flight instruction, but beginning this fall, WisDOT FIRCs have been revamped to comply with the updated FAA Advisory Circular, which changes the approach of CFI renewal to learning about new methods and techniques in the fast changing field of aviation.

The CFI certificate is unique in that it is the only pilot certificate that expires if you do not renew it within its 24-month valid period. This has created near panic for more than one flight instructor as their expiration date approached.

Attending a FIRC has been the tried and true choice for many CFIs over the years. They appreciate the opportunity to interact with the various speakers and other CFIs, immersing themselves in flight instruction, and completing their renewal in one weekend.

Flight instructors have several other choices for renewing their certificate besides attending a FIRC. Very active instructors can renew their certificate if, within the preceding 24 months, they

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recommend 10 pilots for a practical test, and eight of them pass on their initial attempt. The assumption is that the CFI knows what they are doing if they have an 80 percent success rate.

Another method for renewal is participating in an on-line FIRC. Several companies offer this service and while some instructors find it convenient to complete this training at home on their own schedule, many struggle with spending at least 16 hours in front of a computer without interacting with an instructor.

One other avenue for renewal is if a CFI adds an additional instructor rating to their certificate. By adding to their resume of instruction, their capability as a CFI has improved.

Of course our FIRCs are not just for flight instructors. Any pilot wishing to increase their aviation knowledge is welcome to attend, and all attendees completing the course will receive a certificate of course completion. We especially encourage pilots who are working on their CFI certificate to spend a weekend with a roomful of experienced instructors.

With the previous Advisory Circular, we were given very little latitude on the topics we could present and the amount of time we could spend on them. In fact, during 13 of the required 16 hours of training, we were required to cover very specific, basic topics restricting our ability to provide new, updated information. While everybody agrees that aerodynamics, Federal Aviation Regulations, weather and Practical Test Standards are important topics to cover, they were very basic in their scope. For many instructors, attending a clinic that merely reviewed "basic" information became something to endure and presenters were challenged with finding new and interesting ways to teach information that everyone was already well versed on.

While the required 16 hours of training has not changed, we now have new, more relevant core topics. Examples of new topics include Sport Pilot, the most significant

change to pilot certification in recent years, and IACRA (Integrated Airman Certification and/or Rating Application), which all pilots applying for a certificate or rating will be required to use in the near future. Another addition is the new Wings or Pilot Proficiency Program, which has revolutionized the way many pilots maintain their proficiency.

With the updated course, we have been given more flexibility in combining the new core topics and continuing to use important core topics from the old course. For example, to explain changes to the Wings program, we are combining into one hour the new FAA Team and Pilot Proficiency Program core topics since they are so closely aligned with each other. This creates an opportunity to add, from the previous core topics, Federal Aviation Regulations and Practical Test Standards into a combined session, since these are always very relevant topics to flight instructors.

The bureau holds a flight instructor refresher clinic every November and March. The November FIRC is in Oshkosh where we renew instructor certificates expiring in November, December, January and February. In March, we are in Kenosha at Gateway Technical College, a co-sponsor, where certificates expiring in March, April, May and June are renewed.

Training flight instructors is a responsibility the WisDOT Bureau of Aeronautics takes very seriously and we would not be able to provide this valuable training without the cooperation and support of the many speakers who present the bulk of the sessions. Most are either Designated Pilot Examiners (DPEs) or Master Certified Flight Instructors (MCFIs), so they have a broad and distinguished background in aviation. We are fortunate to have such talented instructors to work with.

For more information about attending a seminar, please visit our web page: <http://www.dot.wisconsin.gov/news/events/air/firc.htm> □

KENT PIETSCH FROM PAGE 31

avoid contact. He will rig a plastic bag filled with powder so that it hangs just below the wingtip. That way, just before the tip touches the runway, the bag will tear open making a dramatic white cloud without any real contact.

With the full complement of control surfaces installed and everything checked out, we climbed in, got a flip of the prop to start up, and taxied out. I could only hear portions of Kent's side of the radio communication, but while he was getting clearance, I did catch, "We can takeoff on this taxiway..." Instead, we did an intersection takeoff on the last few thousand feet of runway 22. Even with my extra weight in the backseat, the C90 engine got us off the ground and climbing before we were anywhere near the end of the runway.

We flew west over the Chippewa River away from downtown Eau Claire and into the country. Kent let me take the controls for a bit. After I had done a couple of turns and the like, he took control again for some "fun." Without parachutes, we couldn't do real aerobatics, but Kent certainly demonstrated the Interstate's agility. There were definitely times when the view out the windshield and side windows was not "straight and level." After every maneuver, Kent would turn around to check on me; his broad grin indicated his attitude about this kind of flying!

Too soon, it was time to head back to the airport. Again, I couldn't hear the conversation between Kent and the tower, but he turned and told me to get my camera ready for some shots of "dragging" the wing-tip on the runway. I'm sure that anyone not listening to the tower frequency must have thought there was some terrible problem as we careened side to side across the runway with one wingtip and then the other almost touching the tarmac. After a couple of thousand feet of slaloming, Kent put both wheels on the ground, hit the brakes, and made a perfect turn onto the taxiway for a perfect end to one of the more memorable flights I've had. □

Fly Iowa Wings, Wheels & Water

STORM LAKE, IOWA – This year marked the 16th annual “Fly Iowa” air fair, August 8-10 in Storm Lake. The Iowa Aviation Promotion Group (www.FlyIowa.org) sponsors the annual event. The Storm Lake event was a first for Fly Iowa, bringing boats, autos, and aircraft into a single show. The weekend began on Friday with a free half-day aviation youth camp for kids age 9-12. The kids learned many different aspects of aviation, complete with hands-on activities and finishing with Young Eagles rides.

Weather for the weekend event was perfect. Saturday and Sunday began with a well-attended flight breakfast by Chris Cakes. Seminars included topics on pilot safety, avionics, and light sport aircraft.

The main air shows on Saturday and Sunday were preceded by mini-shows in the morning. Aerobic performances included Manfred Radius and his glider aerobatics, Greg Poe and his ethanol-powered MX-2, Mike Niccum and his Staudacher S-300, Herb Baker and his T-28C Trojan, “Ditto,” and Larry Lumpkin flying his P-51 “Gun Fighter.” Manfred Radius also flew a night glider performance.

Other activities included the Air Force traveling simulator display, military and civilian static displays, and new manufactured aircraft from Cessna, Cirrus, Beech, Flight Design, and others. Gary Lusk provided rides in his 1929 Travel Air 4000 biplane.

Fly Iowa 2009 will be held July 10-11 in Independence, Iowa. □

Midwest Aviation Increases Business With Competitive Fuel Prices



MARSHALL, MINN. – In a campaign to attract cross-country jet fuel stops, Midwest Aviation, located in Marshall, Minn. (KMML), continues to offer competitive fuel pricing options despite national price hikes and global crude oil spikes. As an Avfuel-branded FBO that offers Avfuel Contract Fuel, Midwest Aviation is able to offer jet fuel at competitive rates, and keeps prices down on ramp fees and other aircraft services. As a result, this fall Midwest expects to attract more savvy flight departments who are flight planning their routes around the country to coincide with the best fuel and service rates.

“As a family business, we add a personal touch to visitors who may be used to impersonal service at other, more pricey FBOs,” said Midwest Aviation President Pete Johnson. “We’ve been in business since 1962, and we offer a new terminal building

that showcases the miles of scenic prairie that surround us.”

Midwest Aviation also hosts the CharterFirst Air Service, which serves the continental U.S. and operates a variety of aircraft, from single-engine to mid-size jets.

Located at the Southwest Minnesota Regional Airport, Marshall/Ryan Field (MML), Midwest Aviation occupies a zone of rural land just 90 miles from Sioux Falls, S.D., and 125 miles southwest of the Twin Cities. Traffic is low in this primarily GA airport, and visitors can store aircraft in heated or non-heated hangars. It is a destination airport for aviation enthusiasts, playing host to the Red Baron Museum featuring the accomplishments of the legendary Red Baron Squadron. With a 7,000 foot runway, the airport can accommodate most sizes of aircraft (www.midwestcharter.com). □



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LORD Shimmy Damper To Be Used In More Cessna Aircraft Models... Long-Time Midwest Cessna Dealer Endorses Product



LORD shimmy damper.



John Lotzer of Gran-Aire, Inc., with a LORD shimmy damper.

MILWAUKEE, WIS. – When LORD Corporation announced that its single-engine nose wheel shimmy

damper has been added to Cessna Aircraft Company's offerings as original equipment on several new

applications, John Lotzer of Gran-Aire, Inc., Milwaukee-Timmerman Airport, a long-time Cessna Service Center, commended Cessna for its decision, stating that the LORD shimmy damper is far superior to the old style in Cessna aircraft.

Utilizing LORD Corporation's patented Surface-Effect technology, the damper – sporting the same form, fit and function as the original Cessna damper – provides consistent damping without maintenance or the use of hydraulic fluid. Since the damper contains no fluid, it cannot leak and is expected to last 10 years without service. The nose wheel shimmy damper replaces the original equipment shimmy damper on Cessna 150, 152, 172, 182, 206, 207, 208 and 210 aircraft.

"We have been using LORD shimmy dampers for years with excellent results!" says Lotzer. "We have installed them on our entire fleet where there was an approval. They are worth installing the next time a shimmy damper needs service, or immediately if the aircraft has a nose wheel fairing/wheel pant, which generally increases the tendency for nose wheel shimmy. The LORD shimmy damper is a very good product!"

Peter Wilkinson, vice president of Cessna Parts Distribution, concurs with Lotzer, stating that it simply made sense to add this technology to Cessna's offerings.

Development of the Surface-Effect technology for shimmy damper applications involved several steps. LORD began with an evaluation of the current hydraulic dampers in field

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tests and in the laboratory. The next step was leveraging their more than 10 years of experience with Surface Effect for industrial applications and measuring shimmy events with the standard dampers to establish a design target. Extensive development tests validated the design and durability of the dampers in the laboratory. Then field tests were conducted to verify the design effectiveness in short-term tests. Finally, a year-long trial launch involving a number of aircraft provided assurance that the design was robust and durable.

Typical dampers utilize fluids to resist motion, but a mere 10 to 20 drops of leakage has been shown to cut performance in half. Instead of using fluids to resist motion, LORD Corporation's shimmy damper features a unique rubber formulation with a high-tech lubricant to absorb nose wheel vibration. Essentially, the metal piston found in the traditional damper has been replaced with a rubber piston that presses against the inner diameter of the damper housing. This rubber piston then rides on a very thin film of grease and the rubbing action between the piston and the housing provides the necessary damping. Due to its Surface Effect design, the shimmy damper's force and energy dissipation can be precisely controlled over time and within a wide range of temperatures. The resulting damping is effective over a temperature range from -30 to 150 degrees Fahrenheit.

Accelerated life testing of the LORD shimmy damper

demonstrates that it performs in excess of 5,000 ground-air-ground duty cycles. This represents a product life of more than 10 years of usage on a typical, high-use, single-engine piston airplane.

The Cessna-approved shimmy damper is available through the worldwide authorized Cessna Service Station and Distributor network. To find the closest Authorized facility visit www.cpdxpress.com, click "PROPELLER" and "AFS Authorized Facility Search."

With headquarters in Cary, N.C., and sales in excess of \$630-MM, LORD Corporation is a privately-held company that designs, manufactures and markets devices and systems to manage mechanical motion and control noise and vibration; formulates, produces and sells general purpose and specialty adhesives and coatings; and develops products and systems utilizing magnetically responsive technologies. With manufacturing in nine countries and offices in more than 15 major business centers, LORD Corporation employs more than 2,400 people worldwide. Visit www.lord.com for more information.

John Lotzer is the second generation owner of Gran-Aire, Inc. at Milwaukee-Timmerman Airport, which was founded by his father, Bill Lotzer, in 1946. The company is a full-service flight center, providing fuel sales, flight instruction, aircraft rental, aircraft sales, aircraft maintenance, and air charter.

Refer to www.flymilwaukee.com. □

Wisconsin Aviation Announces Completion Of New Avionics Service Hangar



Airvue Photo by Don Winkler

MADISON, WIS. – Wisconsin Aviation has relocated its aircraft avionics department into a new 10,800 sq foot facility, still conveniently located on the east side of Dane County Regional Airport, Madison, Wisconsin.

The new avionics hangar is co-located with two other hangars, now comprising the Technical Service Complex. In the complex, aircraft maintenance and avionics are side by side, providing one-stop service for any technical need. Together, some 21 experienced technical and support personnel are ready to solve any mechanical or avionics problem. Besides being a factory-authorized maintenance

service center for Cessna/Columbia, Cirrus, Piper, and Socata, Wisconsin Aviation Avionics maintains dealerships with Garmin, Honeywell, S-Tec/Meggitt, L-3, Avidyne, Aspen Avionics, and seven other top-shelf companies.

Wisconsin Aviation has been committed to the aviation industry since 1981, and has become the largest fixed-base operator in Wisconsin. Over 150 dedicated employees offer a complete line of services and products

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to customers who utilize passenger and cargo charter services, flight training, aircraft rentals, aircraft sales, aircraft maintenance, and avionics installations, service, and repair.

Wisconsin Aviation has three locations: Watertown Municipal Airport, Dodge County Airport in Juneau, and Dane County Regional Airport in Madison. The facility's

operations in Madison are 24/7. For specific problems concerning your aircraft or free quotes on anticipated work, call 800-594-5359, or visit WisconsinAviation.com. □

PEOPLE IN THE NEWS



Pilot/Inventor, Bob Brackett July 28, 1926 – October 9, 2008

KINGMAN, ARIZ. – The man for which Brackett Aircraft Towbars are named, Robert R. Brackett, passed away Oct. 9, 2008, at Sunrise Hospital in Las Vegas after a short illness.

Brackett was born in Waukegan, Ill., on July 28, 1926, and after graduating from high school, he enlisted into the Army Air Corps as an aviation cadet from 1944 to 1946. Post WWII, he graduated from Spartan School of Aeronautics as an A&E and Flight Engineer. In 1950, he was reactivated into the Air Force to serve as a crew chief and flew 66 combat cargo missions in Korea. He was released back to the states for pilot training and went back to Korea as a fighter pilot in F-86 Sabres to serve an additional 60 missions before the war ended. Brackett returned to the states as a First Lieutenant and was chosen as one of the first pilots to fly the super-sonic F-100 "Super-Sabre" with the 435th Fighter Squadron of George Air Force Base, Calif.

Brackett's love of aviation continued throughout his life. In 1954, he was in an auto accident during his leave in Texas and met his future wife, Nancy, during his hospital recuperation. He then returned to Illinois to become the personal pilot for P.K. Wrigley of Wrigley Gum Company in Chicago, and also flew for North Central Airlines flying DC3s out of Chicago Midway Airport. In 1959, he became the first airport manager and fixed base operator in Kenosha, Wis., operating Kenosha Aviation Services. There, he flew Twin Beeches, hauling cargo for American Motors, and operated a Part 141 flight school.

In a 1992 interview, Brackett told *Midwest Flyer Magazine* that while he was at Kenosha, he had a dozen different tow bars – one for each type of aircraft they serviced. "There was a spot on the wall for each tow bar, but they would still often get misplaced and the mechanics could never find the one they needed, when they needed it," said Brackett. So that's when Brackett invented one tow bar

that would do it all. And then came invention number two!

During the Vietnam conflict, jets were experiencing engine failures after only 200 hours of use because of all of the dirt in the air. General Motors (GM) designed and began manufacturing a large air filter, which extended the life of the engine considerably. Brackett suggested to the FAA that the air filters be approved for general aviation, but was told that the military specs made the design too costly. With a few modifications, Brackett met with General Motors in Flint, Mich., and proposed the new design to them. They liked the design and contracted with his company to manufacture the brackets.

In 1978, General Motors sold the entire line of air filters to Brackett, their AC spark plugs to Auburn, and their fuel pumps to Lycoming. Since then, Brackett has added more than 80 new models of air filters.

In 1975, the small sideline business of airplane tow bars and air filters became full time and Brackett moved the company to Mesa, Ariz. He eventually expanded into helicopter ground support equipment because of his interest in helicopters. He earned his helicopter pilot certificate on his 65th birthday. He then moved his company, Brackett Aircraft, to Kingman, Ariz. in 1984, where it was the third business established at the Airfield Industrial Park.

Over the years, Bob Brackett has been a member of numerous flying organizations. He was a member of the Quiet Birdmen (QBs), Experimental Aircraft Association, Kingman Airport Authority Board, and Wisconsin Aviation Trades Association (WATA), and formed the

Kingman Aero Club. In 1998, Brackett was awarded the "Charles Taylor Master Mechanic Award" by the FAA, and in 2005, he received the "Wright Brothers Master Pilot Award," also from the FAA. His flying adventures included circumnavigating the United States in 1992, and flying the Arizona state flag from Kingman, Ariz. to Kitty Hawk, N.C. in 2003, as Arizona's official delegate to the Centennial of Flight Celebration of the Wright Brothers. Brackett also participated in the Midwest Flyer Magazine Canadian Fishing Fly-out in 2005. At age 79, Brackett and his life-long friend and fellow aviator, retired Eastern Airlines Capt. Roy Peltz, 81, of Miami, Florida, flew

Brackett's Beech Baron from Kingman, Arizona to Fort Francis, Ontario in one day, flying VFR, and made a perfect textbook landing, arriving in time for dinner.

Bob Brackett is survived by his wife of 52 years, Nancy; sister, Beatrice Peterson of Sun Lakes; four children, Sheryl Brackett, Scott Brackett, and Roy Brackett, all of Kingman, and Jill Feters of Bakersfield, Calif.; six grandchildren, Rachel, Tanner, Colton, Courtney, Amelia and Robert Scott; nephews, Rex and Bobby; and grandnephew, Rex Mont. The Brackett family continues to operate Brackett Aircraft Company, as they have since 1968.

Blue skies and blue waters, Bob! □

Steve Fossett's Aircraft Wreckage Found

MAMMOTH LAKES, CALIF. – The Bellanca Super Decathlon (N240R) in which adventurer Steve Fossett was flying and went missing 13 months ago, was located near Mammoth Lakes, California, October 2. There were no remains found at the crash site.

Search efforts for the wreckage intensified October 1 after it was reported that hikers found several items appearing to belong to Fossett, including FAA Pilot Certificates bearing his name, about \$1,000 in cash, and a weathered fleece pullover. An aerial search



EAA

turned up what appeared to be wreckage of a plane, which was later confirmed as Fossett's.

Fossett, who holds several world aviation records in balloons, jets, and gliders, took off on a pleasure flight from Barron Hilton's Flying M Ranch on Labor Day morning, September 3, 2007, about 20 miles south of Yerington, Nev. When he failed to return, an unprecedented search effort ensued, led by the Civil Air Patrol, covering some 20,000 square miles. Smaller-scale searches were also made, the most recent in August of this year.

Fossett was declared legally dead by a Cook County (Illinois) judge in February 2008.

Fossett flew the Virgin Atlantic GlobalFlyer to become the first person to fly solo around the world without stopping or refueling in March 2005. □

Ford & Pelton Renew Commitments To EAA Youth Programs

ORLANDO, FLA. – With the 2009 EAA Sweepstakes grand prize - a Flight Design MC - serving as a backdrop, Cessna CEO Jack Pelton, pilot/actor Harrison Ford, and EAA President Tom Poberezny were on hand at EAA's exhibit at the National Business Aviation Association convention, October 7, to confirm their commitment to EAA and its youth outreach initiatives for another year. Ford will serve as the Young Eagles chairman through 2009, and Pelton renewed his commitment to serve as chairman of the Gathering of Eagles Committee.

Gathering of Eagles is a benefit auction that takes place on Thursday evening during EAA AirVenture in Oshkosh, Wis. Proceeds benefit EAA's outreach programs including EAA Young Eagles, the EAA Air Academy, EAA AeroScholars, and other programs that help to prepare tomorrow's pilots, aviation leaders, and pioneers. This year's Gathering raised nearly \$3 million, a record amount. In addition to Jack Pelton's fifth consecutive year as committee chairman, Cessna will again be the Gathering of Eagles "naming presenter" for the event.

Harrison Ford became EAA Young Eagles chairman in 2004, succeeding aviation legend Chuck Yeager, and the program's original chairman, actor and pilot Cliff

Robertson. Since the program's inception in 1992, about 40,000 volunteers annually provide general aviation flight experiences to youth ages 8-17. Flying 80,000 to 100,000 kids each year, the program has touched the lives of more than 1.4 million youth, many of whom have carried that inspiration into aviation service and careers. □



Angel Flight Central Helps Take The Pain Out of Illness

by Dan Mayworm

SCID, Severe Combined Immunodeficiency, is a primary immune deficiency. The defining characteristic is usually a severe defect in both the T & B-lymphocyte systems. This usually results in the onset of one or more infections within the first few months of life. These infections are usually serious, and may even be life threatening. They may include pneumonia, meningitis or bloodstream infections.

"This once-fatal disease should be now seen as a pediatric emergency, a condition that needs immediate diagnosis and treatment," says Dr. Rebecca Buckley, chief of Duke's division of pediatric allergy and immunology. "Early diagnosis of SCID is rare because doctors do not routinely perform a test in newborns to count white blood cells. Such a blood test could pick up children with SCID as well as those with other serious immune deficiencies that would not be apparent until the child developed an infection. What we're saying is that essentially every baby with SCID could be cured if diagnosed early enough. SCID should be considered a pediatric emergency."

SCID is often called "bubble boy disease." SCID became widely known during the 1970s and '80s, when the world learned of David Vetter, a boy with X-linked SCID, who lived for 12 years in a plastic, germ-free bubble.

Currently, the only successful treatment of this disease is bone marrow transplantation. The first two successful bone marrow transplants in the U.S. occurred in 1968. Recently gene therapy has shown hope for a true cure for this devastating disease.

When Elias Zibrowski of Maple Grove, Minnesota, was nine months old, he had an ear infection that would not go away. Further diagnosis showed he had this dreaded disease. Consultation with their primary physician and others familiar with treatment for this disease recommended that



(UPPER) Elias Zibrowski of Maple Grove, Minn., with his grandmother and mother and Angel Flight pilot.

(LOWER) Corinne Munoz of Ozone Park, N.Y., with her mother and Angel Flight pilot.

he be taken to a doctor at Children's Hospital in Cincinnati who specialized in SCID cases.

Elias and his family lived in a small town just outside Minneapolis so this meant he had to go from Minneapolis to Cincinnati every month for treatment and because of his disease, he could not travel on commercial airlines.

Barrett's Esophagus

When heartburn is untreated over a period of time, acid reflux from the stomach can cause the lining of the esophagus to change, from the usual skin-like (squamous) cells to cells reminiscent of those in the stomach or intestinal lining. This is called Barrett's esophagus. The changed lining can secrete acid directly into the esophagus, which will frequently develop an ulcer. The risk of cancer of the esophagus is increased in people who have Barrett's esophagus. For that reason, they require regular check-ups by their physicians, and some gastroenterologists recommend screening once a year by endoscopy. Treating Barrett's esophagus with medical or even surgical intervention will not usually reverse the changes in the lining of the esophagus, but surgery can delay or prevent worsening of the condition. Once Barrett's is diagnosed, it is important to participate in a surveillance program designed to detect abnormal esophageal lining cells before cancer develops.

Corinne Munoz of Ozone Park, N.Y., became a victim of this disease at a relatively early age and fortunately had a surgeon nearby who specialized in this surgery. The surgery went well, but needed constant surveillance to prevent further and recurring damage. Then the surgeon moved from New York to Madison, Wisconsin. After several unsuccessful attempts to find another doctor to treat her, Corinne and her family decided they had to make the trip from New York to Madison every month.

These two families made decisions to save their children's lives at what seemed to be high priced and tiring travel. Then they heard about Angel Flight Central.

Angel Flight Central, Inc. (AFC) is a progressive, volunteer-driven, 501(c)(3) non-profit organization

dedicated to assisting individuals with special needs who require long distance air travel. Since its inception in 1995, AFC has flown almost 2 million charitable miles and helped thousands of individuals, including Elias and Corinne.

Angel Flight helps families, including children and adults, with hundreds of different challenges, conditions and needs. All AFC passengers must be outpatients, ambulatory, and capable of sitting upright in a standard aircraft seat. Financial need, as well as a legitimate reason to request long-distance air transportation, is also necessary.

AFC volunteer pilots donate their time, aircraft, and flight expenses to the program. All pilots are certified by the FAA and must agree in writing to comply with all federal regulations. Currently there are over 4,500 generous pilots involved in Angel Flight nationwide.

In addition, there are "ground crew" volunteers to help coordinate flights, screen applicants, and provide administrative help within the AFC office. It's a big job and it is funded entirely through donations from individuals, foundations, corporations, civic groups, and other interested parties. For every dollar donated, AFC secures approximately \$3 in free transportation. Over 94% of every dollar donated goes directly toward program services... none to volunteers.

Besides children like Elias and Corinne, there are over 90 million Americans living with chronic illnesses. Many have to see a doctor daily, weekly or monthly. Many of those who have to travel, and do not know about AFC, will never get their necessary treatment. Often it is the illness itself that causes financial hardship which further compromises the ability to travel.

If you know of someone who could use AFC services, have them contact AFC at 1-800-474-WINGS. For more information and to donate money or your time and talent, go to www.angelflightcentral.org. □

Wilson Air Center Donates Fuel Proceeds To St. Jude Children's Research Hospital



(L/R) Carleen Smorra, Representative, Field Relationships, Stanford; Robert McWilliams, Network Administrator/Manager, Charter Services, Wilson Air Center; Rob Hartwein, General Manager, Wilson Air Center; and Megan Hodges, Regional Customer Service Manager, Wilson Air Center.

MEMPHIS, TENN. – Wilson Air Center proudly presented a donation check to St. Jude Children's Research Hospital on July 3, 2008. The donation was a percentage of fuel sales generated from the 51st Annual Stanford St. Jude Golf Championship. A Memphis tradition, the Stanford St. Jude Golf Championship holds the distinction of being one of the longest running events on the PGA tour. The tournament is committed to saving the lives of children around the world affected by catastrophic diseases. Wilson Air Center was chosen as the official FBO for the tournament.

The parent company to Wilson Air Center, Kemmons Wilson Companies, is involved in several charities through the Kemmons Wilson Charitable Foundation, including the Grizzlies House, which is located on the St. Jude campus. The Grizzlies House provides lodging, free of charge, to cancer patients and their families. Wilson Air Center has a tradition of supporting local events as well as charities. Some events sponsored include The Liberty Bowl, the St. Jude Shower of Stars, and the Stanford St. Jude Championship. Wilson Air

Center also works closely with local agencies such as the Memphis Convention and Visitors Bureau and the Memphis Music Commission to promote local events.

"Wilson Air Center is proud to be the official FBO for the Stanford St. Jude Championship," says Dave Ivey, Vice President,

Wilson Air Center. "The entire Wilson staff looks forward to continuing the Memphis tradition while working hand in hand with Stanford to benefit the noble mission of St. Jude Children's Research Hospital."

With locations in Memphis, TN; Charlotte, NC; and Houston, TX; Wilson Air Center FBOs are renowned for their innovative approach to customer service and satisfaction that originated from roots within the hospitality industry. The Memphis location is the home of one of the world's largest aircraft canopies, and is touted by the aviation industry as among the top fixed base operations in the United States for the quality of its services as well as the comfort and design of its facilities.

Wilson Air Center – Memphis was recently named as the #1 FBO in the 2008 Aviation International News Survey, making them the only FBO ever to be consecutively named #1 for nine years. In the 2008 Professional Pilots PRASE Survey, Wilson Air Center was named #1 FBO chain for the second consecutive year. For more information on Wilson Air Center or its services, call 901-345-2992 or visit www.wilsonair.com. □

Trade Group & FAA Recognize Top North Dakota Mechanic of the Year

GRAND FORKS, N.D. – Robert Kunze, Shift Supervisor of Aircraft Maintenance at the John D. Odegard School of Aerospace Sciences located at the University of North Dakota (UND) campus, won the Federal Aviation Administration's (FAA's) "General Aviation Aircraft Technician of the Year Award," and the North Dakota Professional Aviation Mechanics' Association "Mechanic of the Year Award."

Dan Kasowski, Director of Maintenance at UND, stated, "The first word that comes to mind when asked about Kunze is 'attitude.' He has one of the most positive professional attitudes of anyone I have ever had the opportunity to work with or supervise."

A native of Valley City, N.D., Kunze has over 29 years experience as an aviation maintenance technician. He joined the U.S. Air Force in 1974 and served in various positions including as a B-52 crew chief and production supervisor for KC-135R aircraft maintenance. After 24 years of service he retired from the U.S. Air Force as a Master Sergeant.

Kunze has been employed with UND Aerospace since 2000. He received his Airframe and Powerplant Airman's Certificate in 2001 and his Inspection Authorization in 2004, progressing from line mechanic to his current position as maintenance shift supervisor. □

Wright Brothers Monument Restorers Earn Combs Gates Award

ORLANDO, FLA. – The National Aviation Hall of Fame (NAHF) has announced that the "First Flight Foundation," based in North Carolina, is the recipient of the Sixth Annual Combs Gates Award.

The First Flight Foundation (FFF) received the \$20,000 cash award in 46 DECEMBER 2008/JANUARY 2009 MIDWEST FLYER MAGAZINE

recognition of its restoration of the iconic Kitty Hawk, North Carolina monument that celebrates the achievements of Orville and Wilbur Wright. The award was formally presented in a special ceremony October 6 during the National Business Aviation Association (NBAA) Annual Meeting & Convention in Orlando, Florida.

Presenting the award on behalf of NAHF was three of its enshrinees: former astronaut and the last man to walk on the moon, Eugene Cernan; WWII fighter pilot, test pilot and air show legend, Bob Hoover; and test pilot, former fighter pilot and Vietnam POW, and record-setting aviator, Joe Kittinger. Accepting for the First Flight Foundation was its President, John Harris, and Lola Hilton, Executive Director. □

Fly-For-Tots Fundraiser Soars Beyond Expectations

MUNCIE, IND. – The 16th annual "Fly-For-Tots" fundraising event held by the model plane club, Raleigh Durham Radio Control Club (RDRC) in North Carolina, Sept. 20-21, was a record-breaking success. The club raised \$25,000 for Victory Junction Gang, a non-profit organization that provides children that have chronic medical conditions or serious illnesses with empowering camping experiences.

With hundreds of model aircraft demonstrations by well-known model pilots and hobby shop vendors, the event attracted over 4,500 flight enthusiasts, including 219 registered pilots, from all over North Carolina and surrounding states.

RDRC, which has 170 members, is one of the oldest model plane clubs in North Carolina. It was founded in 1962 and is an Academy of Model Aeronautics (AMA) chartered club. As the world's largest model aviation association representing a membership of more than 150,000, AMA has 2,500

chartered clubs like the RDRC and encourages clubs' efforts to help their communities.

The money raised will help Kyle and Pattie Petty's Victory Junction Camp to continue to offer free week-long camping trips year-round for kids with health issues that are unable to attend normal summer camp. Surrounded by hardwood forests, Victory Junction is located on 84 acres in Randleman, N.C. (www.modelaircraft.org). □



John Monnett: From Sonerai To Sonex Biography Released

A new biography about Sonex Aircraft, LLC founder, John Monnett of Oshkosh, Wis., "John Monnett: from Sonerai to Sonex," has been released. Written by Sonex builder, Jim Cunningham, "John Monnett: from Sonerai to Sonex" is the story of a kit plane designer, innovator, air racer, and world record-holder.

While pursuing his own aviation interests, Monnett inspired and enabled thousands of others to build and fly affordable aircraft. From the Sonerai, sketched at his kitchen table, to pioneering engine conversions, to the Sonex's simple construction methods and outstanding performance, John Monnett is a flag-bearer for grassroots aviation. The book covers all of his aircraft designs.

"John Monnett: from Sonerai to Sonex" can be purchased for \$30 at: <http://www.windcanyonbooks.com>, or by calling toll-free: 1-800-952-7007. □

Time-Distance-Speed-Angle Problem[©]

by Dr. Nihad E. Daidzic, Ph.D., D.Sc., ATP, CFII, MEI

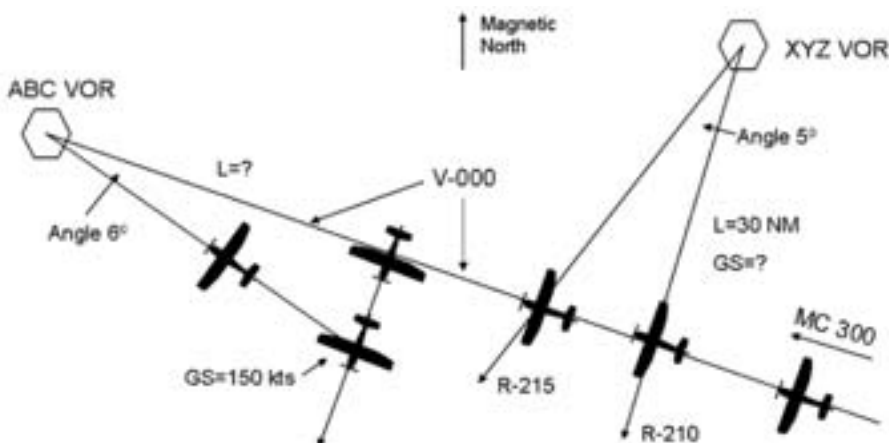
In this age of satellite navigation (GPS), Inertial Reference Systems (IRS), and Flight Management Systems (FMS), why would anyone bother with the fundamentals, right? Wrong! A well educated and trained pilot is still the best asset in any aircraft. Unfortunately, we see a trend in pilot training where the basic science and concepts are increasingly disregarded. Ignoring the best in human nature – intellectual curiosity and the quest for knowledge – and inviting the worst, boredom and the feeling of inferiority, will certainly take its toll sooner or later.



Dr. Nihad E. Daidzic

A simple method, rarely ever taught in practice, but found in some older IFR books and FAA materials, can be used to estimate distance and time to NAVAIDs. Why are we “wasting” time here learning this when FAA abandoned it? Well, for the same reasons why we practice stalls, Chandelles, Lazy 8s, and other “useless” maneuvers that never find place in daily flight operations. The understanding of the fundamental concepts in IFR navigation is the root for all other advanced applications.

In Fig. 1, the airplane on-course to ABC VOR, passing abeam XYZ VOR, is illustrated. Let's assume we are tracking toward the station and we don't have or can't use DME or GPS. Neither can we ask ATC “Say distance and speed to ABC VOR...”, because it is a non-radar environment, or the radar is out of service. How do we estimate the distance to the particular NAVAID if we don't know our exact position? What is even more useful – how can we estimate our groundspeed (GS), while IFR in a



The time-distance-speed-angle problem in the basic IFR navigation.
(Not to scale)

non-radar environment without using GPS or DME?

The distance and the time-to-station can be calculated using elementary trigonometry. Employing the approximation that the tangent of a small angle (in radians) is the angle itself (in radians), we can derive the fundamental time-distance-speed-angle relationship for the right-angle triangle geometry. By measuring the time for a particular change in bearing, the distance L to the station, is simply:

$$L \text{ [NM]} = \frac{GS \text{ [NM/h]} * \text{time [min]}}{\text{Angle [degrees]}}$$

The equation is dimensionally correct. One knot is NM per hour, one radian has approximately 60°, while one hour has 60 minutes and that will cancel out, resulting in seemingly unreasonable units. Assuming the same GS in all directions, the time-to-station (TIME) is then:

$$\text{TIME [min]} = \frac{\text{time [min]} * 60}{\text{Angle [degrees]}} \quad \square \quad \frac{\text{time [seconds]}}{\text{Angle [degrees]}}$$

So, we only need a working timepiece and the VOR/HIS/ADF/RMI panel instrument to measure the desired degrees of bearing change (should be less than 10° to minimize

errors). FAA and other sources were making consistent error by using True Airspeed (TAS) instead of GS in Eq. (1). One note of caution here: be careful to distinguish between the time-to-station (TIME), and the time it takes for a desired bearing change (time). Let us work out a simple example!

Say we are on a certain radial (R-120) from the ABC VOR on a V-000 airway (Fig. 1). We want to know how far out we are in the absence of DME, GPS (RNAV), or ATC? In theory, the second VOR and the IFR charts can be used to estimate the position. But that takes time. So, turn 90° to the existing radial (left or right) and count the minutes it takes for the bearing change of 5° or 60 (60 is exactly three dots on the VOR display), once established on the tangential heading. Then estimate the aircraft GS from TAS and the existing wind reports. Let's say it took 2 minutes for the bearing change of 6° flying perpendicularly to the R-120 radial. We estimated GS to be 150 knots. How far are we from the ABC VOR? Simply multiply 150 knots by 2 minutes and divide by 6 to obtain 50 NM. We don't even need a calculator for this. Now, the time to

the VOR is simply distance divided by GS (50/150=1/3 hour=20 minutes), or using Eq. (2), 2 minutes times 60 divided by 6 which is, again, 20 minutes. This is assuming that the GS will remain unchanged while tracking the radial to the ABC VOR. One can estimate the GS for the desired course toward the VOR and the assumed winds and arrive to a more accurate time-to-station. This same technique can be used with the NDB as a desired station and the ADF delivering bearing change information. The Horizontal Situation Indicator (HSI) and/or Radio Magnetic Indicator (RMI) can be used instead of a traditional VOR needle and Omni-Bearing-Selector (OBS), in which case the tail of the needle shows the bearing change.

But there is more to this method! We can use the variation of Eq. (1) to estimate GS. This is more useful than the distance estimation, as the current position could be found using several VORs and/or NDBs and IFR/VFR charts. The difference here is that in Eq. (1), we had to assume GS, while this time we are solving for the unknown GS, while the distance L is known:

$$GS [KTS] = \frac{L [NM] * Angle [degrees]}{time [min]}$$

We just have to find a VOR and fly perpendicular to the current radial for about a 5° or 6° bearing change and use a clock to time that change. One can measure the total bearing change symmetrically around the center of the VOR's scale, or by using only one side of the VOR scale. The distance to the off-course VOR can be estimated from the IFR/VFR chart. Time can certainly be measured very accurately, while the bearing change can be measured with the accuracy of $\pm 0.25^\circ$. Incredibly, this simple technique was never mentioned or used in any flight training publication to the best of my knowledge.

Let's demonstrate this technique using another example. Say you are passing (Fig. 1) abeam the XYZ VOR on your route to ABC VOR on a magnetic course of 300°. You want to know what is the current GS and time to the ABC VOR. We find using the IFR/VFR chart distance to the, off-course, XYZ VOR to be 30 NM, when located on the perpendicular radial (R-210) on course to the ABC VOR. We then count time until there is a 5° bearing/radial change from the XYZ VOR. Say, you timed this and it took 1 minute and 15 seconds (75/60 seconds or 1.25 minutes). What is our

current GS? Simply, from Eq. (3), multiply 30 times 5 and divide by 1.25 minutes, which is 120 knots exactly. The time to ABC VOR is distance to it (from the IFR chart) divided by a calculated GS of 120 knots. If the numbers are not round and easy, one can use a calculator. The uncertainty in GS estimation is equal to the uncertainty in distance-to-station estimation.

The next time you fly somewhere or practice in your local area, just do this simple exercise and you will be amazed how accurate it is. And you paid \$3,000 for your GPS? This method will increase your confidence and give you a set of skills that can always be applied and particularly in an emergency situation when other systems fail. And there is even more to this method, but we will discuss this some other time.

EDITOR'S NOTE: Dr. Nihad E. Daidzic, Ph.D., is an Associate Professor of Aviation at Minnesota State University-Mankato. He is also an Adjunct Associate Professor of Mechanical Engineering; Airline Transport Pilot certified and "Gold Seal" CFI-IA, ME-I, CFI-G, AGI, IGI. (Nihad.Daidzic@mnsu.edu). Website: <http://ed.mnsu.edu/aviation/faculty/daidzic.html>.

ASK PETE

by Pete Schoeninger
Send questions to
Pete.Harriet@gmail.com

Q: How do you see the current market?

A: Good news... if you are a buyer, or considering moving up! Most airplanes have depreciated in the last 2 years, and especially in the last months, but there are a few exceptions, Cessna



152s for one! It's too early to tell what the financial gyrations of the last couple of weeks have done to the airplane market, but probably prices will continue to soften. When will we hit bottom, I'm not that smart, but for the long haul, I think now would be a good time to be an airplane buyer.

Q: An old crop duster once told me NOT to head for a cornfield in the summer in the event of a forced landing... why?

A: Because a field crop of any height can cause you to flip nose down, causing major damage to the airplane and perhaps you as well. Also, be careful when operating from an airstrip with corn on the sides of the

runway. If you accidentally brush the corn with your wing, it's like hitting small trees and your aircraft will likely turn into the corn and suffer damage to the wing and possibly the landing gear, as your takeoff momentum will no longer be directed forward, but rather sideways.

Q: I heard that a wing covered with fabric, or the new composites, may have less drag than a wing covered with aluminum?

A: Yes, certainly possible. Example: The first Cessna 170s had fabric wings, and in my experience flying them, were about 5 mph faster than the metal-winged version, which followed. □

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!

FOR LARGER LISTING, REFER TO THE
CLASSIFIED AD SECTION ON PAGE 60

Email: info@midwestflyer.com

- Or Mail To -
Midwest Flyer Magazine
PO Box 199 - Oregon WI 53575-0199

**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 2008

6 COTTAGE GROVE (87Y), Wis. - Chili Fly-In
11am-2pm. zflier2@yahoo.com

FEBRUARY 2009

2 BRODHEAD (C37), Wis. - Ski-Plane
Groundhog Chili Fly-In 11am-2pm.

14 OCONOMOWOC, Wis. - Mechanics refresher
and inspection authorization (IA) renewal
seminar at the Olympia Resort & Confer-
ence Center. Contact tamera.weaver@dot.state.wi.us or 608-267-7110.

25-27 SIOUX FALLS, S.D. - Tri-State Convention,
MAAA, NDAAA & SDAA at the Sioux
Falls Convention Center & Sheraton
Hotel. Contact 605-765-2105.
sdaa@sbtc.net

26-28 ATLANTA, GA. - International Women In
Aviation Conference at Hyatt Regency.
www.wai.org.

MARCH 2009

8-10 BISMARCK, ND - Upper Midwest Aviation
Symposium at the Ramkota Inn. 701-
328-9650.

14* AUBURN (AUO), ILL. - 2009 Heroes Take
Flight-Fly-In. 334-749-9981

16-17 ST. PAUL, MINN. - Aviation Maintenance
Technician's Conference at the Crowne
Plaza St. Paul-Riverfront Hotel: 800-657-
3922 x 7181.

APRIL 2009

21-26 LAKE LAND, FLA. - Sun 'n Fun Fly-In.
www.sun-n-fun.org

22-23 WEST DES MOINES, IOWA - Iowa Avia-
tion Conference at Sheraton West Des
Moines Hotel. For info contact Sue Heath
at 515-727-0667 or
sheath@associationinsight.com.

25-27 ST. CLOUD, MINN. - Minnesota (MCOA)
Airports Conference. 800-657-3922.

MAY 2009

1-3 BRAINERD, MINN. - Minnesota Seaplane
Fly-In at Cragun's. www.mnseaplanes.org

2* BLOOMINGTON, MINN. - Minnesota Aviation
Hall of Fame will be at the Ramada
(Thunderbird) Hotel. 763-475-0123.

4-6 EAU CLAIRE, Wis. - Wis. Aviation Conference
at the Ramada Convention Center. 715-
387-2211. www.wiama.org/conference.htm

CIVIL AIR PATROL FROM PAGE 23

the aircraft, a short trip planning
exercise, and an orientation flight
where they had the opportunity to
handle the aircraft. For many, it was
their first flight and the oohs and
aahs were abundant. First Class Air
at Capital Airport provided logistical
support for the flights.

For the 61 cadets who were
selected for glider flights, they
traveled a few miles southwest of
SPI to Ron and Phyllis Anderson's
Springfield Southwest Airpark
(IL97). The excellent north/south
grass strip handled the two gliders
and tow aircraft with ease. Although
retired from Garrett Aviation (now
Landmark Aviation), Ron Anderson
remains an active EAA member, a
practicing aircraft mechanic, and
when time allows, flies his Stearman
biplane. Anderson is also a former
member of the CAP. We won't

say when Anderson first became a
member, but it is believed that Elvis
was serving in the Army! Lt. Col.
William Strawbridge, a veteran of the
Illinois Wing's glider program, was
responsible for the safety of glider
operations. Although rumored that
Strawbridge was the "most senior"
member at the encampment, one
couldn't help but note his animated
style of directing traffic and ensuring
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Jim Coyne



Don Jay



Gary Workman

Minnesota Aviation Business Managers & Owners Meet To Discuss Timely Issues

SHAKOPEE, MINN. – Members of the Minnesota Aviation Trades Association (MATA) met September 19 at the Canterbury Inn in Shakopee, Minn., to address issues and meet with aviation officials and specialists on topics ranging from state and federal government, the Metropolitan Airports Commission (MAC), aviation law,

light sport aircraft, and very light jets.

MATA President Kevin Doering of North Star Aviation, Mankato, Minn., welcomed members and guests, followed by a State of Minnesota update by Gary Workman, Director, of the MnDOT Office of Aeronautics. Workman said that he was excited about newly appointed Transportation



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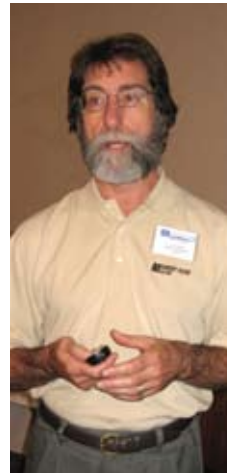
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(UPPER L/R) Ray Rought and Kevin Doering, Karol and Roy Arneson, and Nami Ha Colaizy and Greg Reigel.
(LOWER L/R) Jeff Hamiel, Ed Leineweber, Greg Reigel and Al Malmberg.

Commissioner Thomas Sorel, and that his staff is reviewing the past fiscal year, and the impact from having \$15 million removed from the Minnesota State Aviation Trust Fund by the governor and legislature.



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Staff at the Office of Aeronautics has already been reduced from 50 to 35 employees to help offset for this loss of revenue.

Major accomplishments in 2008 include completion of 82 airport development projects totaling \$13 million in state funds. \$6 million was used to leverage \$26 million in federal dollars on 32 of these projects. An additional 47 projects were ready to go, valued at \$15.5 million, but have been postponed because of the \$15 million cut.

Workman noted that his office has completed a market research study to determine priorities in which both the aviation community and general public were surveyed. Among the results, the aviation community expressed a need for more promotional and educational information to aid them in educating the local community on the economic impact of local airports, and their value to the community. "Safety" was noted as important to both groups.

Aviation attorney and MATA Secretary and board member, Greg Reigel, spoke on "Aircraft Accident Liability" for fixed base operators. The types of liability include regulatory, civil tort, and criminal.

Reigel said that the National Transportation Safety Board (NTSB) determines the causes of accidents and how to avoid accidents in the future. The Federal Aviation Administration (FAA) looks at enforcement of violations of the Federal Aviation Regulations (FARs). The FAA inspector may have a dual role: how to avoid an accident in the future (if delegated by NTSB to do so), and enforcement of violations of the FARs.

According to Reigel, the first thing for fixed base operators to do is to hire an attorney, who is an expert in aviation law, and who will act as a barrier between their business and the FAA. An aviation attorney will know what needs to be disclosed, and what does not have to be disclosed. Statements and admissions to the FAA

can hurt the business owner if not crafted appropriately.

Reigel encourages aviation businesses to buy as much liability insurance as they can afford. Even a policy that covers only \$100,000 per seat and \$500,000 per incident will provide legal defense, and business owners may or may not have to hire their own attorney beyond what the insurance company will provide. But businesses may need legal counsel before an insurer has a duty to provide an attorney under the policy.

Rule number one is do not volunteer information, even if the FAA inspectors verbally request it. Make them make requests in writing specifying exactly what the FAA wants from you, but be polite and always show a compliance attitude.

"Be proactive and protect yourself," said Reigel. "You may not have done anything wrong, but you may be a target because you have the deepest pockets."

Don Jay, Director of Special Projects at Des Moines Flying Service, Des Moines, Iowa, and HondaJet Midwest in Aurora, Illinois, provided insight on the new PiperJet and HondaJet very light jets, which are currently under development.

"I appreciate what Honda is bringing to the industry," said Jay. "They are raising the bar for all manufacturers. The Japanese people are subtle and polite, but very clear in what they want and expect. The HondaJet has much better fuel efficiency, more space, and is more luxurious than current business jets." Jay described the HondaJet's over-the-wing engine mounts, and how this not only reduces drag at higher speeds, but also saves space inside the cabin.

Des Moines Flying Service has sold more Piper aircraft than any other distributor in the United States. Since 1939, DMFS has sold over 3,000 new aircraft, and is looking to sell even more with development of the new "PiperJet." Read more about both the HondaJet and PiperJet elsewhere in this issue of *Midwest Flyer Magazine*.

Ed Leineweber, Sport Pilot-Light Sport Aircraft columnist for *Midwest Flyer Magazine*, discussed some of his observations of this growing segment of aviation, and how fixed base operators can take advantage of the movement. He reviewed the cost of buying a new Light Sport Aircraft versus older aircraft, which qualify as LSAs; and insurance costs, which are higher for tailwheel aircraft and grass airstrip operations. Losses for LSAs are double that of conventional general aviation aircraft because of inadequate transition training.

Leineweber indicated that there have been 2,411 Sport Pilot Certificates issues since 2005, and this includes converting ultralight pilots to Sport Pilots, and older certificated private pilots who have surrendered their certificates due to medical reasons or age.

Jeff Hamiel, Executive Director of the Metropolitan Airports Commission (MAC) in the Minneapolis-St. Paul metropolitan area, stated that aviation in the Twin Cities is constantly changing. For instance, the City of St. Paul first wanted St. Paul Downtown Airport closed, because of the flooding that has occurred at the airport in recent years, for esthetics, and for wildlife. Realizing the importance of the airport, MAC invested millions to build a dike around the airport to protect it from flooding, and made it esthetically appealing.

Hamiel recognized newly established Key Air Twin Cities at Anoka County-Blaine Airport for the role the company played in providing ramp services for the Republican National Convention held in St. Paul this summer. "The rally that Senator John McCain and Alaskan Gov. Sarah Palin are having today at the airport, and hosting the general aviation aircraft that flew in for the Republican National Convention, is good PR with the community," said Hamiel.

Hamiel continued by noting that Flying Cloud Airport in Eden Prairie needs a 5,000 ft. runway as a reliever for Minneapolis-St. Paul

International Airport. "This summer, the parallel runway was extended to 3,900 feet, so construction of the new 5,000 ft runway will not affect traffic," said Hamiel. "MAC cannot begin construction until federal funds are officially authorized, but by the spring of 2010, the runway will be completed."

As for Minneapolis-Crystal Airport, "we are not selling or closing the airport, and this has been clearly communicated to the City of Crystal," said Hamiel. "It would be impossible to build another airport further out. MAC is dedicated to preparing reliever airports for the future."

Hamiel says that he believes that aviation is going through some changes too, which are cyclical and transitional in nature. Hamiel said that he and MAC Chairman Jack Lanners were in Duluth last week to see how strong production was at the Cirrus Design plant, and he believes that recreational flying also has a future.

The featured luncheon speaker was Jim Coyne, President of the National Air Transportation Association (NATA), who brought a national perspective to the conference. Coyne also noted that this is an incredible time of change in aviation, and that the aviation community needs to stick

together on the issues that affect us all.

Coyne noted the proposed merger between Northwest Airlines and Delta Airlines as affecting the state of Minnesota, and the \$19.5 billion in losses by the airline industry this past year alone, will also have an effect on the country. Coyne questioned whether or not the airline industry could lower the bar any further than it has already.

"What happens to the airline industry will have a profound effect on general aviation," said Coyne. "Air charter and business aviation are a distant alternative to the airlines."

Coyne noted that some NATA-member businesses are reporting a 50 percent loss in business this year, while others are showing strong growth. "GA is catching its breath," said Coyne, and he is encouraged with some of the new developments in general aviation manufacturing.

"An important part of the problem we all face has been in the cost of oil since spring," said Coyne. "But I am fundamentally optimistic for the future of general aviation, providing the economy holds together."

Following lunch, Al Malmberg of the World of Aviation on WCCO Radio in Minneapolis, gave members feedback on what he thinks they are doing right, and what they are doing

wrong from a customer's perspective. Malmberg said that he started taking flying lessons 4 years ago, and spent \$4,400 for 31 hours of instruction and aircraft rental, and never soloed. So he quit until about 2 years ago when a friend introduced him to a new flight school and instructor.

He urged flight schools not to assume that their flight instructors are doing a good job, and to monitor the progress of their students.

MATA presented a distinguished achievement award to Roy and Karol Arneson of Flying Scotchman at Minneapolis-Crystal Airport for having been in business for 50 years.

MATA also recognized former MnDOT Office of Aeronautics Director Ray Rought for his years of service to the Minnesota aviation community, and presented him with a distinguished service award.

Receiving the MATA flight training scholarship was Nami Ha Colaizy of St. Paul, Minn. Colaizy is an instrument flight student at Thunderbird Aviation, Flying Cloud Airport, Eden Prairie, Minn.

For additional information on the Minnesota Aviation Trades Association, including membership information, go to the MATA website: www.mnataonline.net. □

LEGISLATION

Minnesota Aviation Organizations Work To Restore \$15 Million To State Airports Fund

ST. PAUL, MINN. – Minnesota aviation organizations, including the Minnesota Business Aviation Association, Minnesota Council of Airports, Minnesota Aviation Trades Association, and the Local Airline Service Action Committee are standing up for aviation in the state. For the second time in 5 years, \$15 million was taken from the Minnesota State Airports Fund by the legislature and governor.

The organizations are drafting a resolution that references the 1945 legislation, which created the

Minnesota State Airports Fund. The law states that the fund is to be used to acquire, construct, improve, maintain, and operate airports and other air navigation facilities. Also, it is used to assist municipalities in the acquisition, construction, improvement, and maintenance of airports and other air navigation facilities.

The resolution further states that since 1945, all revenues paid to the Minnesota State Airports Fund have been generated by users of the state aviation system through the aviation fuel tax, aircraft registration, airline

flight property taxes, and interest on the investment of these revenues.

The 2008 Minnesota Legislature and Governor transferred \$15 million from the Minnesota State Airports Fund to the General Fund to balance the state budget. This action eliminated the Fiscal Year 2009 state-aid airport capital improvement program, resulting in the cancellation of 41 airport and navigational aid projects throughout Minnesota.

The Minnesota aviation organizations are actively working with legislators and the Governor's Office to restore at least \$15 million to the Minnesota State Airports Fund from the General Fund. The goal is to complete the transfer of funds by July 1, 2009. □

Monaco Air Duluth Donates Cirrus SR20 To Lake Superior College

by Dave Weiman

DULUTH, MINN. – Lake Superior College's (LSC) plans to create a Center For Advanced Aviation has been on the drawing board for a while, but this fall the project is making significant progress. College officials are calling attention to several important events that advanced the Duluth-based community college's goal of becoming a hub for aviation



Adam Hennen of Ghent, Minnesota, is a first-year student at Lake Superior College. His goal is to become a corporate pilot.

education.

"We've obtained aircraft, received a generous financial gift, hired key personnel and entered into strategic partnerships," explained LSC President Dr. Kathleen Nelson. "We're ready to take off."

The college recently obtained four aircraft and ceremonies were held September 24 to accept the delivery of a fifth aircraft – a Cirrus SR20 – which was made possible by a \$250,000 gift from the Monaco Family Charitable Trust. The delivery and acceptance ceremonies took place in Cirrus Design's Customer Service Center at Duluth International Airport.

"With companies like Cirrus Design, Northstar Aerospace, and Monaco Air in place, the Duluth aviation industry is a vital part of the Northland's economy," stated



Dave Weiman



(UPPER L/R) Don Monaco, President of Monaco Air Duluth; Candice Barnack, LSC Vice President of Academic Affairs; Dr. Kathleen Nelson, LSC President; and Dale Klapmeier, Vice President of Cirrus Aircraft Design.

(LOWER) Students who are in the LSC flight-training program with their new Cirrus SR20.

Nelson. "Our development of education programs and resources will provide these and other employers with a well-trained and technically-prepared workforce."

The college's professional pilot program is off to its best start ever with 24 students enrolled in credit-based programs and another 15 scheduled for flight training. Officials are confident that new facilities and an expanded fleet will generate future enrollment growth.

"This airplane is important to us because we build the best planes in Duluth," stated Cirrus Vice President Dale Klapmeier during the delivery ceremonies. "Don Monaco's gift is a legacy which will live on forever. The gift is especially nice coming from someone new to the

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community."

"By working together as an FBO and community college, we will help people to get into aviation as a career," said Don Monaco, President of Monaco Air Duluth. "This relationship is more significant than our cash contribution. All of the companies involved will make the northland truly prosperous!"

"This is an opportunity to put Duluth and the region on the map," said Candice Barnack, Vice President of Academic Affairs at LSC. "Together, we will make this vision come true."

"What we have here is a premier FBO, and the Klapmeier brothers have brought a premier aircraft to the industry," said Matt Ferrari, Director of the Aviation Department at LSC. "The SR20 will take our program to an elite level in education. The vision of Dr. Nelson, Mr. Monaco and the Klapmeier brothers is making this program possible."

The professional pilot program at Lake Superior College did not begin until the late 1980s, 10 years after LSC President, Dr. Kathleen Nelson, recommended starting the program.

The LSC flight department consists of two Cessna 172s, one Cessna 182RG, and now the Cirrus SR20. Helicopter flight training is also available. The program currently offers students Commercial thru Flight Instructor Pilot Certificates. Plans are also in the works to create an aircraft maintenance program. There are six flight instructors at LSC with a combined experience of 50,000 flight hours.

Representing Congressman James Oberstar's office (D-Minn) was Jackie Morris.

"This professional pilot program was Rep. Oberstar's vision," said Morris. Oberstar obtained a \$2.8 million federal economic development grant for Duluth International Airport, so the airport can build the infrastructure needed on the north side of the airport for LSC and businesses wishing to locate there. In doing so, he made reference to the jobs that will be created as a result of new development.

LSC plans to build the "Center For Advanced Aviation" on the airport, which will include dormitories and capacity for up to 300 students. The school is partnering with the University of Minnesota-Duluth to transfer credits towards a four-year degree.

LSC is a member of the Minnesota State Colleges and Universities system. With more than 4,200 students enrolled this fall semester, LSC is northeastern Minnesota's largest two-year college. LSC provides a wide range of programs and services, including liberal arts and science courses for transfer, technical programs intended to provide occupational skills, continuing education, and customized training for business and industry. LSC is also a leader in Internet-delivered courses and programs in Minnesota (www.lsc.edu).

Monaco Air Duluth is a full-service fixed based operation located at Duluth International Airport, Duluth, Minnesota (www.monacoairduluth.com). □

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UND Earns Spot In Collegiate Aerobatic National Competition

GRAND FORKS, N.D. – The University of North Dakota (UND) Aerospace Aerobatic Team participated in its third regional competition in Kankakee, Illinois and earned a spot in the Collegiate Aerobatic National Competition. Four of the UND collegiate competitors performed before a panel of judges and scored exceptionally well.

Neil Acomb won the Primary Aerobatic Category and earned the "Grass Roots Award." This award

is given to the pilot with the highest scoring percentage in an aircraft with 180 horsepower or less. Jordan Weis placed third in Primary with an excellent score. Ashley Kennie narrowly missed placing in the Primary Category, but held excellent percentages that will be compared against other collegiate teams at the end of the season. Jeremy Baker earned second in the Sportsman Category and also held an excellent scoring percentage. He scored higher

than the 2007 Sportsman National Champion that was flying a high-performance Pitts aircraft!

Now that UND's third competition for 2008 is complete, they have qualified for the Collegiate Aerobatic National Championship. Their scores will be compared against other collegiate programs and based on the results, the National Champion will be crowned. Normally, the results are published near the end of 2008.

The UND Aerobatic Team is coached by Ryan Carlson. Joe Vacek is the faculty advisor (www.aero.und.edu). □

LET'S FLY & DINE

Outagamie County Airport Offers New Food/Beverage Options

"Delicious Departures" now open past security screening

APPLETON, WIS. – Outagamie County Airport (ATW) in Appleton, Wis., features two "pre-security screening" choices in food service, and one new "post-security or past security screening" restaurant that just opened.

The pre-screen food services include the "Creative Croissants Deli," which offers hot meal choices for breakfast, lunch and dinner, including specialty soups, sandwiches, and salads. They also have a variety of "grab and go" convenient travel food and snacks.

Outagamie County Airport's other pre-screen restaurant is the "Wisconsin Brew Depot." Here you can come, sit and enjoy a beverage of your choice and dine from the Creative Croissant Menu. There is even a pool table and a great view of the ramp.

A new kiosk at Outagamie County Airport provides local travelers with a "post-security screening" food service option when flying in and out of Appleton. "Delicious Departures" is now open for business in the new,

spacious concourse, which is home to the gates of the airport's airlines.

The new kiosk offers a breakfast menu that includes croissant sandwiches and pastries; and for lunch and dinner, passengers will enjoy soups, salads, and hot and cold gourmet sandwiches along with snacks for passengers on the go. Delicious Departures will also be offering an assortment of beverages including soda, coffee, beer, and wine.

"Addressing the needs of travelers who face unique time constraints at ATW was paramount in our decision to add Delicious Departures," said Les Cappetta, chief executive officer of SSP America. The Landsdowne, Virginia-based company currently manages all existing concessions and vending at ATW, including Creative Croissant Deli and Wisconsin Brew Depot. "Delicious Departures offers the busy traveler fresh, high-quality food offerings that are convenient and portable," added Cappetta.

"We are thrilled to add new dining options to the evolving passenger amenities at the Outagamie County

Airport. We are committed to offering high-quality food and beverage offerings to our passengers," said airport director Marty Lenss. "It's one more reason to choose ATW the next time you travel."

Delta Connection, Midwest Express, Northwest Airlink, and United Express, serve the growing Fox Cities market. To meet anticipated future needs, the airport just finished the process of expanding the entrance roads, service area, and parking lot. This brings our public parking spaces to a total of just over 1,600. No tax levy dollars are used for airport improvements. Funding for these projects is provided through a combination of the Federal Aviation Administration, WisDOT grants, Passenger Facility Charges (PFC) and airport-provided funds.

General aviation pilots can park on the ramp at Maxair, Inc., top off their tanks, and walk the short distance to the terminal building.

Additional airport information is available at www.atwairport.com. □



(BACK ROW): Bob Odegaard (owner & pilot of "Duggy," the DC3 jump plane), Bill Ufkin, Dave Sornsin, Ardell Tweed, Nels Forsman, Tim Estenson, Craig Odenbach, Jim Krogh, and Chris Gourde.

(FRONT ROW): Erika Mundinger, Wade Baird, Cliff Cornelius, Mike Ceynar (red suit up front), Ron Olson, Becky Baird, Matt Shroyer, Steve Heth, and Gerry Fischer.



Big Jump Over North Dakota

by Nick Halseth

JAMESTOWN, N.D. – On June 17, 2008, skydivers set a new state record for the largest freefall formation over North Dakota. Members of the Skydive Fargo Exhibition Team made the jump as part of the Jamestown, North Dakota Air Fest. The jump was part of an air show produced in celebration of Jamestown's 125th anniversary celebration. The last state record was set in 2001 over

Fargo. Many of those skydivers were also part of the most recent record over Jamestown.

Bob Odegaard carried the skydivers to 14,000 feet in his brightly painted DC-3 "Duggy!" The skydivers had a little over 1 minute of freefall to get together and show an established formation. Usually jumps of this size are made with many of the skydivers exiting the airplane at one time. Without any external handles to hang on to the outside of the aircraft, a challenge on this skydive was that jumpers had to leave single file, one at a time. This spreads jumpers out through the sky much more, allowing the other jumpers to stay much closer to one another, reducing the initial time to build the formation. As it was, the formation took 48 seconds to build and was held for six seconds before splitting up at the established 5,500-foot altitude.

The new record was achieved on the first attempt, perhaps making the feat seem easier than it actually is. Many of the jumpers were also surprised the jump went as smoothly as it did. All said, it was a unique opportunity for air show-goers to see a large sport skydiving formation above them. □

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Mike Love's Russian Yak.



(L/R) Photo ship pilot, David Tan, with Mike Love.

Mike Love – CFI, Charter Pilot, Aerobatic Instructor

by Ed Leineweber

While most of us might dream of someday owning an old Cessna 150 or Cherokee 140, or maybe even having an older Champ or Cub to call our own, Mike Love decided he had to have a “Yak.” “What’s a Yak?” you ask. Good question. But first, how about: “Who the heck is Mike Love?”

Stop by Middleton Municipal Airport-Morey Field (C29), Middleton, Wisconsin, to find out. There you will find him each day doing his all-around-small-town-FBO-flying-guy thing: CFI, charter pilot, aerobatic instructor. But what Mike Love really likes to do is fly upside down. It’s been that way since he was 16, and has only gotten worse over the years.

At one time in his life, Mike thought he had to be serious and do the responsible adult thing. So he went to school, studied hard, got a Masters Degree in Computer Science and went to work for NASA, working on the Space Station. Boring! It wasn’t anything like flying upside down.

Teaching aerobatics in a Pitts Special was closer to Mike’s idea of fun... that and teaching martial arts, another passion in his life. Actually, these two interests worked together really well for him, because he ended up marrying one of his martial arts students who thought he ought to dump a dull corporate job, go work at a little FBO doing what he loved to do, and buy a really fun airplane. I’m not kidding!

So that’s what he did. I met Mike Love when I decided that I should learn to fly upside down too. After our first lesson, Mike thought I ought to see his Yak. Once I did, I thought I’d like to fly upside down in that thing with Mike. So that’s what we did.

For those of you who don’t already know, (I didn’t), a Yak is a Russian military trainer, built and flown from the late ‘70s to the late ‘90s. After that, the Russians started

selling them to the civilian market, but they have since stopped. But not before Mike Love placed his order.

Yaks were built as primary trainers, and as simple, tough airplanes, which are meant to be serviced in the field. It is said that the only three tools you need to keep a Yak flying is a screw driver, a wrench and a mallet, and that mostly you’ll be using the mallet. The wheels don’t fold all the way into the wings, so that if (or when) the aircraft is landed gear-up, at least it skids in on rubber. Just get out the mallet.

The Yak that Mike bought was completely reconditioned in Vilnius, Lithuania, before being shipped to the United States. The process was not quick: the time from placing the order to taking delivery spanned 3 years! But to Mike, it was well worth the wait.

Once you are flying a former Communist bloc military aircraft, what do you do next? Join the Red Star Pilots Association (RSPA), of course. And that’s just what Mike did. This organization, dedicated to safely keeping former Eastern bloc military aircraft flying, was another surprise to me. But a quick perusal of www.flyredstar.org dispelled much of the mystery. AirVenture 2008 also spotlighted the RSPA with the 50th anniversary of the legendary Nanchang CJ-6, the Chinese version of the Yak-18. Yes, there’s a whole world of Red Star aircraft out there just waiting to catch your interest!

Formation flying is a strong suit of the Red Star Pilots Association. Mike flew his Yak to Oshkosh with the RSPA last July. The videos shot from his ship of their Oshkosh arrival are awesome. Photographer Jesse Peckham and I got a taste of tight formation flying when I got my ride in Mike’s Yak.

David Tan, Mike’s buddy, Falcon 2000 captain, and fellow RSPA member, flew Jesse in his Marchetti SS260C.

I was impressed with these guys' pre-flight planning and the flawless execution of the formation photo flight. As soon as I learn to fly upside down, I want to learn to fly tight formations.

Mike loves aerobatic flying, and hopes to do a lot of it in his Yak. He is working toward his low-level aerobatic waiver so he can perform at airshows. But Mike doesn't desire to be a full-time airshow performer. "That's not the lifestyle that appeals to me," he says, "with all the travel and being away from home so much." His goal is to do just what he is doing now: flight training, flying various aircraft and missions as a charter pilot, and doing aerobatics for fun in his beloved Yak.

Look for him at a local airshow near you in the years to come. Mike and his Yak will make you smile! ☐



David Tan's Marchetti SS260C, as seen from Mike Love's Yak.

Ed Leineweber

Father's Day In August

by David Stack

Around our house, aviation is almost exclusively dad's activity, thanks in part to minor misadventures during a family "\$100 hamburger flight" from Timmerman to Watertown. That was 8 years ago and we haven't been airborne together since then, except for the airlines.

It was therefore quite a surprise last Father's Day when my wife and daughters empowered me to fly them someplace, someday. But where to go? Another dinner? Seemed pointless. A regional fly-in? Both scary and pointless, at least to them.

The August balloon rally at the Hartford, Wisconsin airport sounded promising. We could fly there, wouldn't have to arrange for ground transportation and, like most everyone, our family is mesmerized by the sight of a giant balloon, or a dozen giant balloons, drifting quietly overhead. Friendly representatives of the Wisconsin Balloon Group sent me information about the Friday night rides they were giving the event sponsors.

It was a calm, clear evening when the throttle went forward and our rented 172SP departed Timmerman with 13-year-old Maia in the copilot's seat. The plan was to cruise at 2,800 feet, but a thin layer of mist that was invisible when looking straight up, became opaque as we plowed through it. We descended to 2,300 feet and enjoyed the close-up view of everything on the ground. At least it was close-up by winged aircraft standards; compared to how balloon pilots often operate, it was rather high.

After an ego bruising plunk onto Runway 29, we wedged into the last available spot on the ramp that was crowded with trucks and trailers loaded with balloon paraphernalia. We huddled in the back of the terminal building as the balloon crews were briefed and matched with their sponsor passengers.

David Stack of Milwaukee, Wisconsin, with daughters Maia, 13, and Zöe, 9, on a "Father's Day" outing to the Hartford, Wis., balloon rally.



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FATHER'S DAY CONTINUED

There were no crowds to block the view as we laid in the grass and watched 16 balloons inflate, some of which departed directly over us. When the last balloon finally lifted off, the kids asked, "Dad, can we chase them?"

"Why of course!" Back in the plane, we took off on the opposite runway with 9-year-old Zöe flying shotgun. As we reached pattern altitude, it appeared that we'd be able to pass the balloons wingtip-to-basket. But by the time we caught up, they were all down low, hunting for landing spots.

After a few passes overhead and lots of picture taking, we headed home. On the return leg, we detoured past Holy Hill and discovered a Spiderman crop maze.

The second landing was much smoother, thanks to the recall of my CFI's admonition to continue pulling back through the moment of touchdown. As we clamored out, everyone proclaimed the evening was great fun; much better than 8 years ago. I wonder if Gran-Aire will let me put a "Balloon Chase Vehicle" bumper sticker on the Cessna.





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The Manuals – Passing On The Gift of Flight

by Allen Penticoff

One thing you can always count on in the realm of flying – there is a good chance that the weather isn't going to cooperate with your plans. And that is what prevented Richie Manuel from soloing on his 16th birthday – five days of bad weather, which at the end of March is not an uncommon occurrence. April 5th was the big day instead; close enough to call it a birthday solo – not unlike his father, Greg Manuel, who soloed when about six months into his 16th year. And two generations before Richie, his grandfather, Russell “Russ” Manuel, was another young aviator who started flying when he was just out of high school in 1948.

So it is now a Manuel family tradition...learning to fly early in life. Richie, a sophomore at Winnebago High School in Winnebago, Illinois, got cut loose to fly dad's 1978 Piper Warrior after 14.4 hours with instructor Jerry Hose at Albertus Airport in Freeport, Illinois. This hard-working young man who enjoys metal shop most, is looking at making aviation a career. Richie's dad, Greg, earned his Private Pilot Certificate working with (still active) CFI Mel Lynch in his home town of Monmouth, Illinois, a few days before graduating from high school in 1980. His first passenger was his high school sweetheart, Patsy, who is



(L/R) Russ and Greg Manuel in Monmouth, Illinois, after Greg soloed at age 16 in 1980.



Greg Manuel of Winnebago, Illinois, congratulates his son, Richie, for soloing at age 16 in the family's 1978 Piper Warrior.

now his wife of 23 years and Richie's mom. Will Greg and Patsy's youngest son, Alex, be a pilot too? Stay tuned!

During his high school days in Monmouth, Greg got to fly his dad's Piper J-3 Cub, but not his 1963 Cessna 182. Not long after high school, Greg bought his first of three Cessna 150s, a 1976 vintage bird. He worked for several years at his father's AMC/Jeep dealership in Monmouth before Greg was hired as an aviation insurance underwriter for AVEMCO Insurance Company – becoming acquainted with the company following a claim for a freak incident when Monmouth's Fourth of July fireworks fell on his Cessna. Greg became a familiar face

to many pilots and FBOs throughout the Midwest during his 13-year career with AVEMCO that ended when the company eliminated field offices. Today, Greg is working as a loss control specialist with Hinz Claim Management.

Greg's father, Russ Manuel, was unique in that he earned his Private Pilot Certificate on his own at a time when most people had gained aviation experience via the military in one way or another. With so many experienced military pilots about, a career in aviation was not in the cards. But a long string of airplanes used for business and pleasure was. Russ, who went on to obtain his Commercial Pilot Certificate and Instrument Rating, flew over 4,000 hours (Greg has an Instrument Rating and 1,600 hours, and hopes Richie will obtain his Private and Instrument before graduating from high school), owned an Aeronca Chief, Piper Vagabond, Cessna 140, Cessna 170, an Ercoupe (traded in on a car), a Cessna 182, and the J-3 Cub. Russ Manuel has left this earth, but his family's tradition lives on, as Greg Manuel says of Richie's solo, “His grandfather would be extremely proud of him if he was still around!” □



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