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ON THE COVER: The Goodyear blimp "Spirit of Goodyear" (N3A) participated in EAA AirVenture at Oshkosh, Wis. in July 2007. Complete story beginning on page 8.

Photo by Geoff Sobering

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Airport Decision Suggests We Should Read Between The Lines!

by Dave Weiman

You will read in the ensuing pages wonderful stories about pilots, airports, aviation events, and activities. You will also read about what has transpired at Minneapolis Crystal Airport (MIC). The stewards of the airport – the Metropolitan Airports Commission (MAC) – has essentially given tenants an ultimatum... either allow us (MAC) to close two of four runways (one crosswind and one primary), or we will close the airport!

MAC states that the reason for closing the Crystal Airport runways is to make the airport more self-sufficient,



Dave Weiman

so that it, and the other five reliever airports, are not as dependent on revenue generated at Minneapolis-St. Paul International Airport (MSP), even though the reliever system helps relieve congestion at MSP and thereby helps Northwest Airlines and other tenants there. MAC plans to lease and develop the Crystal Airport property where the runways currently exist for aviation or non-aviation uses.

The other reliever airports are Airlake (LVN), Anoka County/Blaine (ANE), Flying Cloud (FCM), St. Paul Downtown (STP), and Lake Elmo (21D). MAC has decided to invest heavily in three of these six airports – St. Paul, Anoka and Flying Cloud – to accommodate corporate jet traffic, which would otherwise use Minneapolis-St. Paul International

Airport. While we support the decision to invest in these three airports, we believe that the other three airports are being neglected, and MAC's decision to close runways at Crystal will reduce facilities and capacity at these airports. Could this be a big plane (jet) versus small plane (piston) issue? We think so.

Contrary to claims by MAC Chairman Jack Lanners who states that the decision to close the runways is a *"win-win plan that preserves an asset while providing for development,"* we feel it is a *"win-lose plan,"* and counterproductive to positioning the Twin Cities and its air transportation system for growth. In fact, if it wasn't for federal grant assurances for airport development money used at Crystal, and the cost to buy out tenants, we believe that MAC would have likely closed Crystal entirely.

Read between the lines, and read more about MAC's decision beginning on page 34 of this issue of *Midwest Flyer Magazine*. □

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Goodyear's Blimps – Once America's Protectors... But Always, Aerial Ambassadors!



Over the years, there has been a lot of speculation about the derivation of the term “blimp.” The most plausible explanation, experts claim, is that the name originated with Lt. A.D. Cunningham of

Great Britain’s Royal Navy Air Service. He commanded the air station at Capel, England, during World War I.

As the story goes, while conducting a weekly inspection of the station, Cunningham playfully flipped his

thumb at the envelope of His Majesty’s Airship SS-12 and an odd noise echoed off the taut fabric. “Blimp!” he cried out humorously, imitating the sound. As they say, the rest is history.

Photos by Dave Weiman

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While a number of corporations have in recent years jumped on the bandwagon and built blimps to advertise their products, it is Goodyear, which has a long history of building and using blimps for public relations, as well as for national defense.

The tire and rubber company began operations in 1898, and built its first helium-filled blimp in 1925, naming it the "Pilgrim." Goodyear painted its name on its side and began barnstorming the United States... humble beginnings to an illustrious history.

Over the years, Goodyear built more than 300 airships, more than any other company in the world. Akron, Ohio, the company's world headquarters, was the center of blimp manufacturing for several decades.

In the 1930s, Goodyear built two giant rigid airships for the U.S. Navy. Within their envelopes, they had internal metal frames used to maintain their shape. The aircraft measured more than two football fields in length and needed 6.5 million cubic feet of helium to become airborne at their gross weight of more than 400,000 lbs.

The "USS Akron" and "USS Macon" were designed as aerial aircraft carriers and could launch and retrieve specially equipped planes while in flight. Although a good concept, sadly, both airships were lost in storms within two years of going into service, effectively ending the era of

the rigid airships.

During World War II, many of the Goodyear-built airships provided the U.S. Navy with a unique aerial surveillance capability. Often used as convoy escorts, the blimps were able to look down on the ocean surface and spot a rising submarine and radio its position to the convoy's surface ships. They also served as early warning radar stations. Some of these airships could stay aloft for more than a week at a time. In fact, an airship of this type still holds the flying endurance record of 11 days in flight.

The airship built for the Navy was a Goodyear-built ZPG-2 called the "Snow Bird." In March 1957, it flew from Weymouth, Massachusetts, to Europe and Africa and back to Key West, Florida, without refueling or landing.

Modern surveillance technology eventually eclipsed the advantages of the airship fleet, and in 1962, the Navy discontinued the program.

Today, the Goodyear Tire & Rubber Company no longer mass-produces airships. In the United States, it operates three well-recognized blimps: the "Spirit of Goodyear," based in Akron, Ohio; the "Spirit of America," based in Carson, California; and the "Spirit of Innovation," based in Pompano Beach, Florida. These graceful giants travel more than 100,000 miles a year across the United States as Goodyear's "Aerial Ambassadors."

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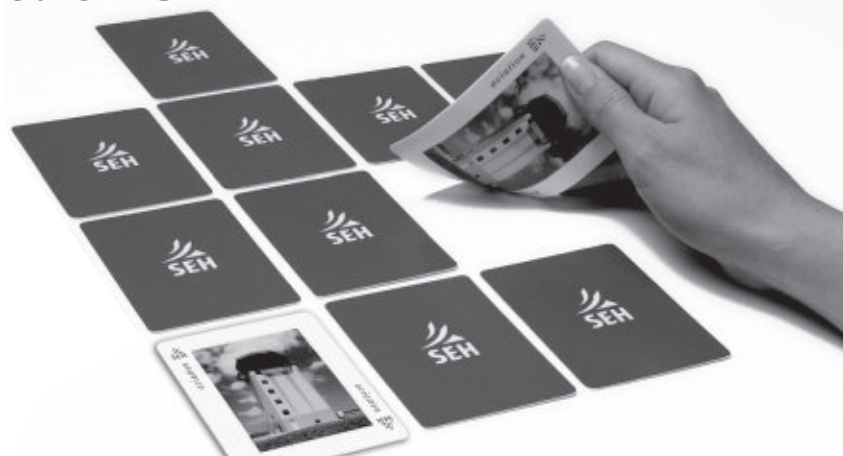
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The Spirit of Goodyear

The “Spirit of Goodyear” took its place in the Goodyear fleet of airships on March 15, 2000, when America’s first woman in space, NASA astronaut Dr. Sally Ride, christened it.

Based at Goodyear’s Wingfoot Lake Airship facility in Suffield, Ohio, the Spirit of Goodyear often flies the skies over the home of The Goodyear Tire & Rubber Company, which has its headquarters in nearby Akron.

In addition to the familiar nose-to-tail blue panel above the mid-line (equator) of the Spirit of Goodyear, there is a blue panel below the mid-line. This panel is designed to improve the visibility of the day sign lights. “EagleVision,” the electronic sign configuration on the port side, provides high-resolution for text, graphics and video.

Naming its blimps is a very personal thing to Goodyear. Each name is a proud handle that represents something important to the company or brings recognition to a proud tradition. The Spirit of Goodyear was so named to honor the tens of thousands of loyal, hard-working associates of the Goodyear Tire & Rubber Company.

The Spirit of Goodyear, like the Spirit of Innovation, travels that part of the United States bordered by the Rocky Mountains to the west, the Atlantic Ocean to the east, the Gulf of Mexico to the south, and Canada to the north. A Goodyear blimp is not limited to the United States, however, and may occasionally visit Canada or Mexico.

The Spirit of America

The “Spirit of America” was christened September 5, 2002, and is based in Carson, California – between Long Beach and downtown Los Angeles.

The name of this airship was chosen as a tribute to the patriotic spirit of the United States. Performing the christening was Letitia Driscoll, mother of New York Police

Department Officer Stephen Driscoll, who was killed in the South Tower of the World Trade Center on September 11, 2001.

Martina Wegscheider is Goodyear’s first female blimp pilot, and one of four pilots that fly the Spirit of America.

The Spirit of America follows a line of California-based Goodyear blimps (Columbia 1968-92 and Eagle 1992-2002) that have appeared in dozens of movies, including Disney’s *Herbie Goes to Monte Carlo*, *Condorman*, *Flight of the Navigator*; *Two Minute Warning*, *Black Sunday*, *The Junkman*, and *Amazing Grace & Chuck*. Other films include *Oh God*, *Book Two*, starring George Burns; *Strange Days* with Bruce Willis; and the remake of *Miracle on 34th Street* and the original, *Gone with the Wind*.

Television features have included, ABC’s *Generation*, the Aaron Spelling Christmas special, *The Three Kings*, HBO’s *1st & Ten*, Disney’s *Wish Upon a Star*, *Who’s the Boss* starring Tony Danza, *Pacific Blue*, the final episodes of *Cheers* and *The Nanny*, *Ally McBeal*, and most recently, HBO’s *Arli\$*.

The Spirit of Innovation

The “Spirit of Innovation,” based in Pompano Beach, Florida, was the first Goodyear blimp to be named by the general public through a web-based “name-the-blimp” contest. It is the newest member of the fleet and was christened on June 21, 2006 by Lesa France Kennedy, president of International Speedway Corporation and a member of NASCAR’s Board of Directors, along with Lynn Keegan, wife of Goodyear Chairman and Chief Executive Officer, Bob Keegan.

Major events that the Spirit of Innovation, along with previous Florida-based blimps, have covered include: Super Bowls; ABC Monday Night Football; NCAA College Football; NASCAR in Charlotte, Daytona and Miami; NASDAQ Tennis at Key Biscayne, Florida; U.S.

Open Tennis, in New York; Turner Sports, Fox Sports and ESPN Major League Baseball; NBA Finals; and the Fort Lauderdale Air & Sea Show.

The Anatomy of A Blimp

Designated GZ (Goodyear-Zeppelin) 20As, the Goodyear blimps are powered by two air-cooled, fuel-injected six-cylinder piston engines, which generate 210 hp each with two-blade, 78-inch, constant speed propellers. They cruise at 30 mph and have a top speed of 50 mph.

The blimps can carry a pilot and six passengers in its gondola, which is 22.75 feet long and made of aluminum on a welded steel tube frame.

The blimp itself is 192 feet long, 50 feet wide, and 59.5 feet high. It has a maximum gross weight of 12,840 lbs, a volume of 202,700 cubic feet, and normally operates between 1,000 and 3,000 feet, but has a maximum altitude capability of 10,000 feet.

There’s one top and one bottom movable fin that control the left and right (lateral) direction using the rudder pedals. The large control wheel in the center column controls the elevator.

The blimp has fixed landing gear, and a tail wheel on the bottom of the lower fin. A boost tab is a small workable part on the lower rudder, and produces a passive assist to the main rudder movement.

The “envelope” or fuselage is the largest component of the blimp, and is made of two-ply, neoprene-impregnated, polyester fabric. It holds the helium that makes the blimp lighter than air.

There are two catenary curtains inside the blimp; each located along the length of the airship 30 degrees off center. They are made from folded fabric and stitched into the envelope.

Air scoops take air discharged from the propeller (prop wash) back up to fill the “ballonets” (airbags inside the blimp that are inflated or deflated to control buoyancy) when

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needed. An electric blower provides air to the air scoops when the engines are at idle and the blimp is not flying.

The aft ballonnet works in conjunction with the forward ballonnet to regulate the upward or downward movement of the blimp. As the blimp rises and descends, the helium in the envelope expands and contracts. The forward ballonnet and rear ballonets compensate by letting air out through the valves as the blimp rises and by letting air in through the scoops as the blimp descends. The ballonets also statically trim the blimp in a nose-up or nose-down attitude.

There are four air valves on each blimp – two at the front, and two at the back. The valves are opened and closed to either let air out or to keep air in the ballonets.

Located within the Goodyear logo on the blimp's fuselage is the safety valve, which doesn't allow the helium to exceed the envelope's maximum pressure. It can be manually operated or will automatically open at a pre-set pressure.

The nose cone is one of the few external rigid points on the blimp's envelope. It holds the battens, attachments for the nose lines, and the spindle. The spindle is the blimp's only attachment point to the mooring mast when it is secured on the ground.

Nose cone battens are like fingers starting at the nose cone. They stiffen the nose to distribute the stress throughout the blimp when it is connected to the mooring mast. Without

the battens, the nose could be easily damaged. The battens also keep the nose of the blimp from pushing in while in flight.

The mooring lines are two ropes attached to the nose of the blimp, which hang free so the ground crew can hold on and control the blimp's movements when on the ground during landings and takeoffs. For secondary mooring, a small attachment can be used to secure the blimp to the top of the ground crew's bus.

The night sign lights are made up of 3,780 boards and 165,000 LEDs with over 256 colors.

Completing the exterior anatomy of the blimp is a weather radar dome that houses the blimp's color-weather radar system.

Goodyear Blimp Personnel

Each Goodyear airship has a team of highly qualified specialists, safely operating equipment, much of which is specially designed for the airship program. Four pilots, 16 ground crewmembers and a public relations manager support and maintain each operation. As special ambassadors of the company, each associate comes in contact with thousands of people each year. Personnel are selected for their communications skills, as well as professional abilities.

The pilot-in-charge on each operation is responsible for the crew and equipment. Based on weather conditions and other circumstances, the

decision to fly on any given day belongs to the pilot-in-charge.

Crewmembers serve dual roles. In addition to landing and launching the airship during flight operations, they serve as electronics technicians, airship and vehicle mechanics, riggers, and administrative assistants.

Each operation travels with a fleet of ground support vehicles including a large bus, a tractor-trailer rig, and a passenger van.

A custom-designed bus serves as a flight center and communications headquarters. It is equipped with all the administrative aids necessary for operation and a special mast for landing in an emergency.

A tractor-trailer rig serves as a mobile maintenance facility and is equipped with a machine shop and a night-sign and TV equipment lab as well as a generator to provide power while in the field. The trailer also carries the main mast, spare parts, and supplementary equipment.

A passenger van is used for ground liaison work and crew transportation.

Moving from city to city, the caravan travels by highway as the blimp flies to its next engagement. The airship and all the vehicles are linked by private two-way radio communications.

Chief Airship Mechanic

The chief airship mechanic has one of the most important responsibilities in airship operations: the mechanical integrity of the blimp. Goodyear requires that the blimp be kept at the top of its performance curve. This falls to the chief airship mechanic and his staff.

The chief airship mechanic holds FAA certificates that allow for the performance of necessary duties. Airframe and Powerplant (AP), and Inspection Authorization (IA), certificates are required.

While on tour with the blimp, an airship technician might log as many as 70 hours in a single week maintaining the blimp. Accomplishing that

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feat is not always easy. A big difference between working on a blimp and an airplane is in the way the blimp is in constant motion, even while on the mast. It is not unusual to see a mechanic, wrench and oil rag in hand chasing the blimp as it rotates about the mast, floating just out of reach into the wind.

Routine maintenance requires that at each 50-hour mark on the engines, a specified set of items be completed. Considering that a Goodyear blimp can fly as many as 200 hours a month during a summer tour, it can really keep the technicians busy.

Chief Airship Rigger

An airship crewman locks the blimp to the mast. The chief rigger and his/her assistants have one of the most unique jobs in the world – repairing and maintaining blimp fabric, cables and valves. By its very uniqueness, being an airship rigger is not a widespread occupation.

It is the riggers' responsibility to change the major control cables when necessary, inspect and repair fabric, and to make certain that the air and helium valves are set to open and close at the proper pressure. Riggers paint the envelope every year with a special paint that helps protect the Dacron fabric from ultra-violet radiation from the sun.

Included in the normal maintenance are regular test patches, intentionally cut from the blimp's fabric, which are then analyzed to determine the current integrity of the envelope. These tests are a very important part of Goodyear's constant attention to safe operation of its airship fleet.

Unlike the mechanics, the riggers usually have the luxury of working on the blimp while it is standing stationary in the hangar – a big advantage over out-of-doors maintenance.

Riggers learn their trade while on the job with Goodyear. The knowledge and skills are passed down from the older, more experienced riggers to the new hires in a generational tradi-

tion as old as airship operations itself.

The chief rigger and riggers report completed jobs to the licensed chief airship mechanic for inspection and sign-off.

Ground Crew Chief

Providing a link between the chief pilot and crew is the ground crew chief. The crew chief helps the chief pilot keep track of crew hours, work schedules and manpower needs of the operation. Responsibilities include overseeing crew training, setting up watch schedules (there is always someone assigned to watch the blimp... it is never left alone), and making sure that the chief pilot's directives are carried out.

The crew chief is the primary ground-handler for the blimp. This on the job, learned skill is critically important to safe operation of the airship. Each crew person relies on the crew chief for landing instructions,

usually given by hand signals, on when to pull the nose of the ship and when to let go. The pilot communicates with the crew chief through a wireless radio headset. He listens and watches carefully as the crew chief indicates the ship's weight and balance before each takeoff.

Organizational skills and a wide variety of airship experience and knowledge is a must. It is helpful to know, in general terms, what each crew person's job requires for successful execution.

Chief Radio & TV Technician

The chief radio and television technician's duties are almost self-describing. They cover all electronics, avionics and electrical systems associated with the blimp and its ground support equipment. They also include programming the blimp's day and night sign messages.

A primary responsibility for the

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technician staff is keeping the two-way radio communications in top operating form so that the blimp's pilot and ground crew have constant communication between each other.

This group is responsible for installing the TV receiver equipment and radio communications at stadiums and other remote locations for live television events. This can be a physical challenge depending on the stadium set up. Some stadiums require that

the more than 100 lbs. of equipment be carried up as high as five stories. Therefore, the first job for a TV event is to find the elevator!

The Goodyear blimps provide hundreds of hours of public service messages on their electronic signs. The technicians' duties include making certain the latest files are programmed and run at the appropriate times. These important messages can include simple text, but can also

involve complex animation and video. The more involved animations can often require several hours of manipulation by a technician to result in the desired look.

When people look up at a Goodyear blimp and see an electronic version of the American flag waving, they can be certain one of Goodyear's technicians spent many hours preparing it to flutter in the breeze, just like the real thing.

The Spirit of Goodyear Visits EAA AirVenture

by Dave Weiman

Last July (2007), the Spirit of Goodyear (N3A) paid a week-long visit to EAA AirVenture in Oshkosh, Wis., where – regardless of the head-lined airshow acts that performed – the blimp was the ever-present star attraction, because of its size, and because it flies so slow and so frequently each day. It was literally in our face countless times each day, and that's exactly what Goodyear had intended.

When I was given the approval for a flight in the blimp, our group of six passengers met on the lower concourse of the EAA AirVenture Museum to sign liability waivers, and receive our instructions before boarding a van to drive out to the landing site at Pioneer Airport. A lot of emphasis is placed on boarding and debarking the blimp for safety considerations, and Goodyear ground crew personnel ensure that no one goes beyond a certain point unless escorted.

Flights are scheduled one after the

other, from six to eight a day. As soon as one group of passengers get off, another gets on, and you grab any seat you can find.

Once inside and the cabin door was closed, Capt. Greg Poppenhouse welcomed us as we departed Pioneer Airport south along Hwy. 41.

I was the only other pilot onboard, and most of the instrumentation was familiar to me, including the Garmin GPS.

The blimp is fully IFR equipped, and its pilots file an instrument flight plan when needed for all cross-country flights. In fact, due to high winds, the blimp was expected to arrive in Milwaukee earlier the week before EAA to televise a Brewer baseball game, but the trip was delayed when the blimp had to return to its home base in Akron, Ohio until strong winds subsided. The blimp can fly in as much as 50-knot winds, so it doesn't have the limitations that one would expect from a lighter-than-air



airship. Seldom does the blimp miss a public appearance, and it did not miss the Brewer game either.

Each public relations flight at EAA lasted about 30 minutes, and included a race-track-like flight south of the museum and west of the EAA grounds, then back to Wittman Airport past the ultralight airpark on the southwest corner of the airport, over the antique aircraft parking area and Theater In The Woods, then a left turn to set up for a landing back at Pioneer Airport. Of course, winds affect the direction of the approach.

While hovering south of the airport, Capt. Poppenhouse allowed me to control the elevator using the large center wheel between the pilot and copilot seats. Only the left seat has access to the rudder pedals, and there are not any ailerons because there are no wings. Strangely enough, the Goodyear blimps were certified prior to 1986, so "seat belts" are not required, and would probably get in the way with passengers needing to board and debark the aircraft as fast and as often as they do.

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The windows on both sides of the pilot seats are left open, but you are traveling so slow that the openness one has feels much like being suspended in a hot air balloon – very quiet and peaceful. As you can see from the aerial photo, which accompanies this article (see page 10), the blimp makes for an incredible photography platform.

The pilot and each passenger had their own David Clark headset and intercom connection, so we could easily carry on a conversation and get all of our questions answered.

While most young people aspire to become an airline pilot or a corporate pilot, the career path to become a blimp pilot is the one less often taken, but equally rewarding.

One question I had for Capt. Poppenhouse was about “pilot qualifications.” He told me that you need a commercial/instrument pilot certificate in either a fixed or rotor-wing aircraft. From there, Goodyear provides the Lighter-Than-Air (LTA) flight training, which takes six months.

With a Goodyear flight instructor aboard, a student pilot’s flight training includes hundreds of take-offs and landings and flight time during a variety of Goodyear blimp projects such as live network television coverage of sporting events, electronic sign aerial advertising, and cross-country journeys. Before taking the Federal Aviation Administration (FAA) checkride, each pilot completes more than 300 hours behind the controls of the blimp.

Each blimp has several pilots assigned to it (everyone is a “captain,” as each blimp is a single-pilot operated aircraft), and the most experienced pilot is the “pilot-in-command” or “chief pilot.”

The chief pilot’s duties are nearly all encompassing: tracking crew and pilot work hours, monitoring airship maintenance, approving financial expenditures of the operations, and coordinating daily and cross-country operations, as well as interviewing

and hiring new personnel.

If you want to be a chief pilot on an airship operation, there are a few qualities that are a must: excellent organizational and flying skills, the patience of a teacher, and the mind of an auditor.

Capt. Poppenhouse has been a pilot for 31 years, and has been flying the Goodyear blimp for 8 years. He flew a U.S. Army Apache helicopter before getting hired by Goodyear. Coincidentally, he is originally from Akron, Ohio, where Goodyear is headquartered.

This was Capt. Poppenhouse’s first time to EAA AirVenture, so when the crew got one day off in the middle of the fly-in, he took in as much of the event as one can in one day.

When we took off from Pioneer Airport, the ship weighed 50 lbs, and when we landed, we didn’t weigh a thing. This was accomplished by burning 50 lbs. of fuel during the flight. The blimp holds up to 140 gal-

lons of fuel in the main tanks.

Just like flying any aircraft, “landings” are the most critical aspect of flying a blimp, so when we got close to the airport, I gladly turned over the controls to Capt. Poppenhouse.

As we made our approach, the ground crew got ready to grab the mooring lines that hung from the blimp. Once docked (actually, suspended in mid-air), the passengers stepped off the blimp one by one, aided by ground personnel. It was one of those flights of a lifetime you wish you could repeat, but know that the odds are against it.

I savored the experience for a moment longer, as I looked back at the blimp from the side of the van as the next group boarded. I imagined Capt. Poppenhouse welcoming them onboard as he had welcomed us just minutes earlier.

For additional information on the Goodyear blimp, go to www.goodyearblimp.com. □



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Burlington, Iowa... Host City For Upcoming American Yankee Association Convention

The next annual American Yankee Association (AYA) convention will be held in Burlington, Iowa, July 7-10. This is a Monday through Thursday format with Monday being the arrival day similar to the past few conventions. The name of the airport is Southeast Iowa Regional (BRL) and it is located adjacent to the city on the southwest edge.

Planning is well underway and there will be all of the usual events and activities in which to participate. It is a great location in the Midwest for a convention and convention co-chairs, Arnie and Lois Sperflage of Burlington, Iowa, and Don and Cathy Cochran of Spring Hill, Kansas, are working hard to make this a great convention and vacation experience for everyone attending.

Burlington is in the very southeast part of Iowa and on the west bank of the Mississippi River. This is a very rural community with a population of approximately 29,000. As with all of the surrounding area, agriculture is a major industry with some of the best farmland to be found anywhere. It is a great place to raise corn and kids!

Flying in Iowa is a delightful experience with so much wide open airspace, rural landscape and relatively low elevations across the entire state. There are 93,000 farms, which cover 89% of the state and the mean

elevation of Iowa is only 1,100 feet MSL. The elevation at Burlington is 698 feet MSL.

Hotels, camping and rental cars will be available. For additional information, refer to the AYA website at www.aya.org/

Burlington Attractions

The City of Burlington has many attractions to add to the convention experience. There are fine restaurants, some with splendid views of the Mississippi River and the river front area.

The city has two national historic districts with over 150 buildings reflecting many architectural periods and styles, including Late Victorian Greek and Gothic Revivals, Italian Villa, Queen Anne, and Georgian.

Other attractions include the Catfish Bend Casino, the Burlington Bees minor league baseball team, Lock and Dam No. 18 on the Mississippi River, Fun City Indoor/Outdoor Water Parks, Snake Alley (Ripley's Believe It Or Not calls it the "Crookedest Street in the World"), Wildlife Lakes Elk Farm, and Starr's Cave Nature Center and Preserve.

For more information, visit the Greater Burlington Iowa Convention & Visitors Bureau's web site, www.visit.burlington.ia.us/.



Burlington, Iowa is home for the "Burlington Bees" minor league baseball team.

Other Attractions In The Burlington Vicinity

Consider a visit to one or more of the regional attractions in the Burlington area. Most are within an hour's flight of Burlington and can provide a unique experience for anyone taking the time to stop and relax awhile in the Midwest.

Amana, Iowa (C11) is a small German community founded in 1855. It grew to become one of the largest and longest-lived religious communal societies in America. Today, it is a popular tourist attraction with a

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woolen mill, meat shop, furniture factory, bakery and several fine German restaurants serving meals family style. There are many other specialty shops as well, and this is a great place to stop for a meal and spend some time wandering around the small community. The town, just a short walk from the airport, is 69 nm northwest of Burlington. Read more about Amana at www.amanacolony.org/

Blakesburg, Iowa (IA27) is the home of the Antique Airplane Association, Inc. (AAA), the Airpower Museum, Inc. (APM), and the APM Library of Flight. The Antique Airplane Association, Inc. was formed in 1953 to "Keep the Antiques Flying." The Airpower Museum has nearly 50 antique airplanes stored in a series of hangars along with thousands of aircraft parts of all types, some on display and others simply piled here and there. It is a unique experience to wander through this labyrinth of airplane history and imagine what aviation was like in its early years. Blakesburg is 67 nm west-northwest of Burlington. Read more about AAA and APM at www.aaa-apm.org/

Field Of Dreams – "Is this Heaven? No, it's Iowa." Do these movie lines sound familiar? They certainly will if you are a fan of the movie Field Of Dreams. The movie site is located at Dyersville, Iowa, and is open to the public. The nearest airport is Dubuque (DBQ), approximately 20 nm away. Dyersville is 103 nm north of Burlington. Read more about this destination at www.fieldofdreamsmoviesite.com/

Hannibal, Missouri (HAE) is located along the banks of the Mississippi River and is the boyhood home of one of the world's most famous authors, Mark Twain (Samuel Clemens). Two books in particular will be familiar to



Antique Airplane Association Museum - Blakesburg, Iowa

most readers, The Adventures of Huckleberry Finn and The Adventures of Tom Sawyer. Hannibal has numerous attractions including the Mark Twain Boyhood Home and Museum, the Mark Twain Cave Complex, sight-seeing and dinner cruises on a Mississippi River riverboat, and the Molly Brown birthplace and museum. Hannibal is 65 nm south-southwest of Burlington. For more information about Hannibal, visit their website at www.visithannibal.com/

Mississippi River – For those who have never seen the Mississippi River, this is a great opportunity to see it and what better way than by air. The river starts at Lake Itasca in northwestern Minnesota and flows more than 2300 miles to the Gulf of Mexico. It drops 1,475 feet in elevation along the way. Between Fort Madison and Nauvoo (about 12 nm southwest of Burlington), it is approximately 1.5 miles across. It is a very impressive river and is always a highlight of any cross-country trip. You can read more about the river at the web site www.nps.gov/archive/miss/features/factoids/

Nauvoo, Illinois – A small community of approximately 1,100 people located on a horseshoe bend of the Mississippi River. It may be best known as the location of a Mormon community where Joseph Smith and his followers, the Mormons, had settled. At that time the population was estimated to be 15,000 to 20,000, making it the largest city in Illinois. In 1846, the Mormons left to travel westward and the population dropped to

approximately 2,000. A new temple was completed in 2002 on 3.3 acres. It is made of limestone and is 54,000 square feet in size. The community also has a number of historical buildings and it claims to draw 300,000 visitors each year. Nauvoo is only 17 nm

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southwest of Burlington, Iowa. The best way to visit would be by driving. Visit their web site for more information at www.beautifulnauvoo.com/

St. Louis Getaway – The weekend before the convention, there will be a pre-convention get-together in St. Louis. There is a lot to see and do in

St. Louis, and this should be a fun-filled weekend. Look for more information at www.aya.org about this exciting pre-convention weekend. □

AAA To Commemorate U.S. Air Mail Service

BLAKESBURG, IOWA – The Antique Airplane Association, along with the Board of Directors of the Air Power Museum, have announced that the 2008 AAA-APM Invitational Fly-In, August 27 to Sept. 1, at Antique Airfield, in Blakesburg, Iowa, will commemorate the 90th anniversary of the beginning of air mail service in the United States.

“I cannot remember a theme of our fly-in creating more interest and excitement with our members, and with the press, than the one for 2008,” says Brent Taylor, Executive Director of the Antique Airplane Association. “We are very proud to be able to bring so many of these early air mail aircraft together in one place. We’ve identified, and invited, over 30 different airplanes that we hope will be able to make the journey to Antique Airfield. They include a Curtiss Jenny, the world’s only flying de Havilland DH-4, Boeing 40C, and Ryan M-1, plus Pitcairn Mailwings, multiple square-tail Stearman 4Ds and C3Bs, Stinson Trimotors, Ford Trimotors, a Stinson SM-8, Wacos and many more. Most of these aircraft



carry authentic air mail colors and airline markings. It should be a great sight to see.”

Plans also include using some of these original airplanes to, once again, “fly the mail.” Special souvenir air mail covers will be flown from Antique Airfield to the nearby Ottumwa airport. Plans also include a flight to Iowa City, one of the original transcontinental airmail stops. These commemorative air mail flights will occur Wednesday through Saturday of the fly-in, with a different cache printed on the envelopes for each day.

Each air mail cover will receive an official USPS outgoing cancellation stamp right at Antique Airfield. The covers will be available for purchase each day in the APM gift shop.

“What a great historical event this will be,” said Mike Gretz, President of the Air Power Museum Board of Directors. “It will be a rare privilege to, once again, see these beautiful antique airplanes carry the United States mail.”

The AAA/APM Invitational Fly-In is a private event open only to members of the Antique Airplane Association, their guests and members of affiliated type clubs. However, anyone with a sincere interest in antique airplanes, and AAA’s programs to “Keep the antiques Flying,” is welcome to join.

The Antique Airplane Association, Inc. is a member-focused organization dedicated to the preservation and operation of pre-1956 aircraft. Antique Airfield (IA27) can be found on the Chicago sectional chart near Blakesburg, Iowa. For more information, contact the Antique Airplane Association at 22271 Bluegrass Rd., Ottumwa, Iowa 52501, or AntiqueAirfield@sirisonline.com, or call 641-938-2773. The AAA website is www.AntiqueAirfield.com. □

Major Events Taking Shape For EAA AirVenture Oshkosh 2008

OSHKOSH, WIS. – Major activities that will celebrate the 56th annual edition of “The World’s Greatest Aviation Celebration,” EAA AirVenture, July 28-August 3, Wittman Regional Airport, Oshkosh, Wis., are beginning to take shape.

The preliminary schedule includes such events as:

- The 50th anniversary of NASA, with the people and machines that brought a half-century of achievement and history in space and aeronautics;
- Greater opportunities for women to participate in all aspects of aviation, including the encouragement of more women joining the pilot community;
- Significant aviation anniversaries, such as the 70th anniversary of the T-6 trainer, the 50th anniversary of the Nanchang CJ-6A; the 10th anniversary of

sary of Cirrus Design;

- Aviation innovation, such as the latest developments and products relating to space tourism, unmanned air vehicles (UAVs), electric-powered aircraft, and light-sport aircraft;
- The participation of aviators from around the world, including those who build and restore unique aircraft that grace the AirVenture flight line.

For more information on EAA AirVenture, see www.airventure.org. □

Mead & Hunt's Aviation Team On Growth Mode

MADISON, WIS. – Ajay Sikander Singh joins the Aviation Services team at the engineering firm of Mead & Hunt, where he will be responsible for the design and construction engineering of various types of airport projects. He has worked on state and federally-funded transportation and other projects. He is very familiar with a diversity of transportation issues such as design, maintenance, capacity analysis, and planning. Multi-lingual in Hindi, Sanskrit, and Punjabi, Singh has worked on transportation projects in India and World Bank-funded projects. He holds a masters degree in civil engineering from the University of Illinois at Urbana-Champaign and is currently pursuing his E.I.T. certification.

Mead & Hunt provides professional services in architecture, historic preservation, transportation, infrastructure, and water resources engineering to clients throughout the U.S. Mead & Hunt was recognized as one of the fastest rising architectural and engineering firms by the Zweig Letter Hot Firm list; the corporation remains strong on Engineering News Record's Top 500 design firm list. Mead & Hunt, named by CE News as one of the top 10 engineering companies to work for in the nation, is employee-owned with more than 300 people in offices nationwide. □

Fargo Jet Center Becomes Hawker Beechcraft Service Center

FARGO, ND – Hawker Beechcraft Corporation (HBC) has named Fargo Jet Center, Inc. (FJC) an authorized service center for the Beechcraft Bonanza, Baron and King Air.

Fargo Jet Center, Inc., a 24-hour, full-service general aviation company based at Fargo's Hector International Airport, is consistently ranked among North America's top aviation service companies. It is North Dakota's largest private aviation operation with owned and leased facilities consisting of more than 200,000 total square feet. FJC provides a comprehensive range of aircraft support services, including avionics installations, engine and airframe maintenance, repair and modification, and routine inspections. FJC will perform line and base maintenance for Beechcraft aircraft, and provide warranty and spare parts support. The facility is also an authorized sales/service center for Rockwell Collins, Honeywell, Garmin, Bendix/King, Avidyne, and S-Tec. A Chevron Texaco fuel dealer, FJC also offers on-demand charter, and aircraft sales and aircraft management services.

An FAA-approved repair station (CTUR016D), FJC works extensively to maintain and modify 30-plus aircraft owned within the organization. Additionally, FJC works on more than 200 customer aircraft annually. □

Illinois Aviation Trades Association Expands Board of Directors

SPRINGFIELD, ILL. – The Illinois Aviation Trades Association (IATA) during its recent annual meeting held in Rockford, Ill., expanded its board of directors to 15 members to broaden its representation of Illinois general aviation. IATA is the only statewide organization focused on being the center for aviation information in Illinois and as an advocate for professionalism, legislative advocacy and high social, ethical, and environmental standards with the fixed base operator community and allied aviation members.

Joining the current IATA board including Andy Priester, Priester Aviation – President; Mac McClelland, McClelland Aviation – Vice President; and directors Gene Stage – Caterpillar, Inc.; John DeJoris - Aircraft Propeller Service Inc.; Tom Frasca - Frasca Air Services Inc.; Neil Pobanz - Lacon

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GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

As I prepared to write this column during the last few days of 2007, I reviewed the column I wrote during the last days of 2006 and found some of the local and regional issues raised have been resolved during the past year. However, as indicated in that earlier article, the most important issue to all of us is the method of funding the FAA in the future. That issue is still pending. As many of our members have urged us to do, AOPA has continued to oppose user fees and the airlines' goal to shift some of their costs to general aviation. This debate will continue in 2008. It is important that all of us let our elected officials know how we feel about this issue.

At the state level, there has been a lot of activity in the state of Minnesota during 2007, some of which will continue into 2008. The state legislature appointed an insurance and aviation industry study committee upon which AOPA served. The insurance group met several times and reached a consensus on language for proposed state legislation, which will continue to allow Minnesota aircraft owners to obtain aircraft insurance at reasonable rates with improved coverage. AOPA's Airport Support Network (ASN) volunteer from Flying Cloud Airport (FCM) in the Twin Cities, Mitch Anderson, and I served on that panel. In addition, legislation passed during 2007 for the creation and funding of a legislative study committee to



Bill Blake

examine whether adequate funding is currently provided to the state aeronautics office for its programs, and whether the sources of funding are equitable. One of AOPA's members from Minnesota, Kevin Rebman of Minneapolis Crystal Airport (MIC), has been named as one of the 15 non-voting members to the committee. Kevin has also been very active as the AOPA ASN volunteer at Crystal Airport.

Speaking of Crystal Airport, on Dec. 17, 2007, the Metropolitan Airport Commission (MAC) that sponsors MSP, MIC, and the other five reliever airports in the Twin Cities, voted to accept the staff's recommendation to close two runways and to leave two runways open. AOPA and local pilots worked together to oppose some local citizens' efforts to close the airport entirely. Although we never like to lose runways, the good news is that by this vote, MAC has reconfirmed its intention to keep MIC open, which has been the subject of much controversy. However, there will most likely be more hearings on the impact of closing the two runways. It is important that those interested in this airport make their positions known. If you would like to help, contact ASN volunteer Kevin Rebman through the AOPA website.

Those of you familiar with aviation in the Chicago area probably know that Chicago Executive Airport (PWK) has had more going on the last few years than just a name change. The two cities jointly sponsoring the airport agreed to the formation of a board of directors to oversee the airport. The first chairman of the board had some difficulties working with the board and the airport manager. Recently, a new chairman has been named, which should bode well for this busy general aviation airport. The new chairman is E. Allan Englehardt. Captain Englehardt, who recently retired from United Airlines, has been an avid general aviation pilot as well. He is an

FAA Designated Examiner, a former recipient of the National Flight Instructor of the Year Award, and has presented many aviation safety seminars and flight instructor renewal clinics in Illinois. I have had the pleasure of attending many of Captain Englehardt's presentations and seen his many volunteer efforts to promote general aviation. Some of you may know him as "His Airworthiness." I believe his varied and vast aviation experience and his enthusiasm for general aviation will be a great benefit to PWK and its users.

Plans to build two separate landfills near Morris Municipal Airport in Illinois have been abandoned, thanks in large part to the efforts of ASN volunteer Michael Kenaga. For more than a year Michael tracked plans for the landfills, rallied the support of local pilots, and even prompted the FAA to get involved. He also testified at public hearings about the dangers of the proposed landfills.

In Michigan, the state legislative aviation caucus has been re-instituted. This caucus has been helpful in the past, as members could help with aviation issues, already being knowledgeable on how general aviation works and its importance to the state's economy.

As states struggle with budget woes, it will be important that we all stay informed and be ready to let elected officials know our position to any proposed new or increased taxes and/or fees on general aviation. AOPA will continue to fight to protect the interests of our members. You may have noticed that some of the issues mentioned in this column were positively impacted by the efforts of local volunteers. If you want to help promote and protect general aviation, please consider applying to be the AOPA ASN volunteer at your airport. If one has already been appointed, volunteer to help him or her.

For more information on these and other aviation issues, please go to the AOPA web site: www.aopa.org. □



AOPA PILOT BRIEFING

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



FROM PHIL'S DESK

When you join AOPA, your membership entitles you to many great benefits and valuable resources. But perhaps one of the best aspects of being a member is how hard that membership works for you. Roger Myers, AOPA's Executive Vice President of Finance and Administration, explains the ways your AOPA membership does just that.

HOW MEMBERSHIP DRIVES OUR MISSION

At AOPA, we are here to serve the needs of general aviation pilots in every way possible. But how do we know what those needs are? We ask you. By surveying our members, we determine what is most important to you as a pilot. As a result, every area of your AOPA is able to meet YOUR needs.

From determining what we offer you in safety courses, to what we cover in AOPA Pilot and AOPA Flight Training magazines, to the issues we represent on Capitol Hill, the survey data you give us helps shape the AOPA you have come to know and trust.

For example, according to a 2007 AOPA survey conducted by Erdos & Morgan, 102,000 pilots upgraded their cockpit technology in the past three years. Another 75,000 plan to upgrade their equipment in the next two years. Surveys like these are some of the many ways we rely on your feedback to help guide us into the future.

The AOPA Air Safety Foundation uses your data to design resources with safety in mind. For example, 26 percent of our members indicated a need for more advanced technology courses, not surprising, given cockpit technology upgrades. The Air Safety Foundation offers many technology seminars and reports, including the Datalink minicourse, GPS for IFR, GPS for VFR, GPS Beyond Direct-To and the TAA Safety and Training Special Report.

Our Communications Division is able to deliver a clear message based on what is important to you. Monthly AOPA research is conducted by Mark Clements Research, Inc. to determine your preferences on each section of AOPA Pilot magazine. This research helps us focus on the things that matter most to you, such as "Pilot Products," a monthly feature that gives you the latest reviews on new technology. Sixty-two percent of our members make this part of the magazine one of their top two reads.

You have told us what is important to you, and we want to continue to hear your comments and concerns. With your membership to guide us, your AOPA will be here every step of the way to keep you up-to-date on what's new and help you make informed decisions.



Roger Myers,
Exec. V.P.,
Operations

INSURANCE CREDITS FOR TAA EQUIPPED AIRCRAFT

AIG Aviation has introduced a new program that offers risk management credits for qualifying technologically advanced aircraft (TAA) and their pilots. To qualify, a TAA must also be equipped to provide at least two of the following: terrain awareness, traffic avoidance, weather avoidance, required navigation performance (RNP) and/or a fuel totalizer. Additionally, pilots must have completed an instrument proficiency check (IPC) as well as a qualifying AOPA Air Safety Foundation online course during the year. For more information, contact the AOPA Insurance Agency at 1-800-622-AOPA (2672).

TAA SPECIAL REPORT AVAILABLE ONLINE

TAA aircraft have fewer accidents when compared to the overall general aviation fleet, according to an updated study by the AOPA Air Safety Foundation.

However, no amount of technology can replace a pilot's vigilance and good judgment. The Foundation's TAA Safety and Training Special Report is available to give you everything you need to know about new technology and its role in general aviation. You can see it online by visiting www.asf.org/taareport.



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The "Greening" of Aviation... Will There Be Avgas In Your Future?

by Andy Cebula

Executive Vice President Of Government Affairs
Aircraft Owners & Pilots Association

The simple answer is yes, however, it should be a surprise to no one that aviation, like the rest of the world, is going green. Top on the minds of many members is the potential future of avgas, driven in part by a recent posting by the Environmental Protection Agency (EPA) that seeks to gather information about the use of leaded avgas.

This is not a new issue – discus-



Andy Cebula

sions surrounding this topic have been ongoing for decades – but much of the world's attention has been focused on the effect of greenhouse gases on the environment, and specifically carbon dioxide (CO2) emissions.

Together with the FAA, EPA, avgas producers and other organizations, AOPA is working hard in the ongoing effort to help determine a path forward that effectively addresses the operational, economic, and environmental and safety concerns of the general aviation fleet.

One ongoing AOPA effort has been to advocate for Congressional funding of the FAA's Technical Center, where testing of alternate fuel continues. In addition, AOPA participates as a member in both the Coordinating Research Council and ASTM International, a not-for-profit organization that is facilitating consensus standards for aviation fuel. This will help the industry come up with safe alternatives.

As the discussion of the future of

avgas continues, it is important to recognize that there is no easy solution to this complicated issue. Years of government and industry research have shown that there is no single "drop-in" replacement for avgas that is economical, requires only minor or no aircraft modification or recertification, does not offer a penalty in aircraft performance, and that meets the needs of the entire general aviation fleet. It appears that the solution will be a combination of a "new" fuel and a technical solution for certain engines that require high-octane fuel to safely run on lower octane unleaded fuels.

This development and certification process will not happen overnight and will take some time, and AOPA will be deeply involved in working with the EPA and FAA as well as others within the industry to address any new requirements that could impact the use of avgas until such time as an acceptable and technically feasible alternative is developed. □

AVIATION LAW

NTSB Rejects Mechanic's Voluntary Disclosure Reporting Program Defense

by Greg Reigel

Attorney At Law

An individual mechanic's attempt to avoid enforcement action under the Voluntary Disclosure Reporting Program



Gregory J. Reigel

("VDRP") was recently rejected by the National Transportation Safety Board (NTSB) in *Administrator v. Liotta*. In response to the FAA's allegations that the mechanic violated FAR 43.13(a), which the mechanic did not deny, the mechanic argued that his employer's report of the violations pursuant to the VDRP immunized him from enforcement action.

After the Administrative Law Judge (ALJ) issued his decision affirming the FAA's order of suspension, the mechanic appealed to the full board, repeating his arguments that the FAA should not have pursued enforcement action against him based upon his employer's VDRP report.

In rejecting the mechanic's arguments, the board first noted that it cannot review the FAA's election to pursue an action against a particular individual, and not against others who may have played a role in the alleged violation. It then observed that the

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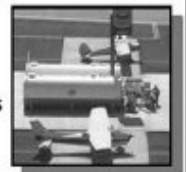


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VDRP does not typically apply to individuals, but rather to entities, companies or carriers. However, the VDRP may provide immunity to employees or agents of an employing covered entity: (1) when the violation involves a deficiency of the employer's practices or procedures; (2) when the individual inadvertently violates FAA regulations as a direct result of that deficiency; (3) when the individual or other agent immediately reports the violation to the employer; and (4) when the employer immediately notifies the FAA of the violation. Although

the mechanic had the burden to show that all four requirements were met, unfortunately, the mechanic could only show that provision (4) was met.

The board also observed that immunity may have been available to the mechanic pursuant to the Aviation Safety Reporting Program ("ASRP"). But, since the mechanic did not file the ASRP form, this immunity was not available to him either. The board found that the mechanic's FAR violations were not a result, either directly or indirectly, of a deficiency in his employer's maintenance policies, if

deficiencies actually existed. It went on to note that, if it were to conclude that the employer had no deficiency at all, the employer could not protect its employees by claiming responsibility for some deficiency in an effort to bring an employee under its VDRP "immunity umbrella"

The moral of the story: File those ASRP forms, often! It is quite possible that a timely ASRP filing could have waived the sanction against the mechanic in this case. However, you can't take advantage of the program if you don't file. □

INDUSTRY NEWS

ILLINOIS TRADES FROM P. 23

Aero Service Inc.; and Tom Green - Midcoast Aviation Inc, are Geoff Shilton, Byerly Aviation Inc - Secretary/Treasurer; and directors Skip Barchfeld - Northwest Flyers Inc; Phil Dacy - Dacy Air Services; Glen Rack - Signature Flight Support; and Steve Thomas - Poplar Grove Airmotive Inc.

The IATA board is planning a winter strategic planning session to formulate a new direction for the association that will better help its members meet today's challenging marketplace demands. □

Timmerman Pilot Receives Wright Brothers Master Pilot Award

MILWAUKEE, WIS. - Harold Bourne, a pilot based at Milwaukee-Timmerman Airport, has received the

Wright Brothers "Master Pilot Award." Bourne's remarkable career included both military and civilian flying. Quite unusual is that in both careers, Bourne flew both fixed-wing and rotorcraft. Most notable of all is that Bourne treated every flight and every passenger with the highest accord.

"Very quiet and reserved, Harold Bourne taught through example," said John W. Lotzer, president of Gran-Aire, Inc., the fixed base operation at Milwaukee-Timmerman Airport, who nominated Bourne for the award. "While never preaching or boasting, Harold would demonstrate or relate a tale to emphasize the importance of doing everything 'just so.' *Preparation and care are how one makes his luck good!* Harold defines the term 'team player.' He is a pleasure to fly with and just as positive and satisfying to work with out of the cockpit." □

Encore FBO, LLC Acquires Million Air - Cleveland At Burke Lakefront Airport

CLEVELAND, OHIO - Encore FBO, LLC has acquired Million Air - Cleveland, located at Burke Lakefront Airport. This acquisition brings Encore's network to eight locations.

For more information visit www.encorefbo.com. □



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WHY NOT?

by Karen Workman

I've always wanted to fly. I think maybe I've always wanted to be an airplane.

Growing up on Travis Air Force Base during the late 1960s, I didn't appreciate the unique environment in which I was raised. Pastel colored

stucco houses with small manicured front yards and privacy-fenced backyards lined the streets as neatly as eggs in a carton; nothing was ever out of place. When the U.S. flag was lowered at sunset each day, the sound of retreat was broadcast across the entire base and everything stopped. Cars pulled to the side of the road and drivers got out to salute; mothers would set down their mixing bowls, even children would freeze in their tracks to honor our country. I think only the airplanes were immune to the bugle call. The rumbling sounds of airplane engines were as familiar to me as lawn mowers and the sight of them flying low overhead was as noteworthy as spotting a blackbird. Jet exhaust scented the air and was as pleasing to me as a cookie factory at the edge of town.

Big Planes

With seven kids under the age of 10, mom occasionally needed to get

out of the house. Dad was a flight engineer and was frequently gone on trips that could last weeks. When she got tired of hearing, "Mom..., mom..., mom..., mom...", she would load all of us into the station wagon and drive to the flight-line where we could run freely and she had some much needed peace. Watching military cargo planes take off was entertainment for her. She was fascinated that these oversized ships, approximately the size of a small apartment complex, could trundle down a runway and pick up enough speed to become airborne. Their wings were as long as their gray, bloated bodies and each wing supported two enormous jet engines. They looked brutish as they growled and pushed their way into the air. It was amazing that the sky accepted these behemoth machines and held them aloft on trips around the world.

As a freckle-faced girl of 8, however, I couldn't care less about such modern marvels. Watching airplanes

CONTINUED ON PAGE 56



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Binnie Replaces Rutan At Wright Brothers Memorial Banquet



EAA Photo

OSHKOSH, WIS. – Everyone registered to attend the 2007 Wright Brothers Memorial Banquet,

CONTINUED ON PAGE 30

Schwan Discontinues Red Baron Squadron



Red Barons (L/R) Bryan Regan, Matt Losacker, Ryan J. Mohr, Travis Aukes, and Jayson Scott Wilson.

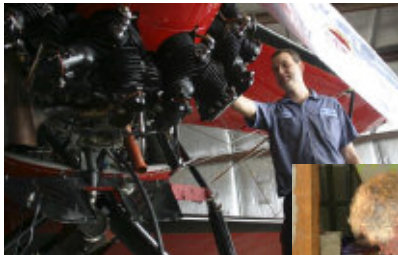
MARSHALL, MINN. – After 28 years of formation aerobatic performances at air shows, and other promotional public appearances, The Schwan Food Company has retired the Red Baron® Pizza Squadron.

“The Red Baron Squadron has been an incredible asset to our company and we are very proud of its

long successful history,” said Bill McCormack, executive vice president. “The retail grocery industry has experienced considerable change over the past few years. And, as a result, we have decided to refocus our Red Baron marketing program and to discontinue the Red Baron Squadron.”

“We are very proud to have been a part of such a legendary program,”

said Jayson Wilson, director of flight operations and left wing pilot - speaking on behalf of the Red Baron Squadron pilots, technicians and administrative staff. “We can all say we were a part of something really special. The air show community and our fans have been great. We’ll miss all of them.”



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Facts about the Red Baron Squadron:

- Flown more than 2,000 formation aerobatic air show performances.
- Flown more than 80,000 passengers.
- Traveled more than six million miles.
- Red Baron pilots flew in formation less than a wingspan apart while performing aerobatic maneuvers such

as loops, clover leaves, hammerheads and barrel rolls.

- The Red Baron Squadron® aircraft are fully-restored, historic Boeing Stearman biplanes built between 1941 and 1943.
- The Boeing Stearman was the primary training aircraft in the United States, Canada and Europe during World War II. More pilots have trained in a Stearman than any other

aircraft.

- 42 pilots have been members of the Red Baron Pizza Squadron's 28-year history.

• The Red Baron Pizza Squadron were honored with the Art Scholl Award in 1995 and the Bill Barber Award in 1993 for showmanship.

The pilots, technicians and staff have all been offered other positions within the Schwan Food Company. □

WRIGHT BROTHERS FROM P. 29

December 14, at the EAA AirVenture Museum in Oshkosh, Wis., was really looking forward to seeing and listening to aircraft builder, Burt Rutan, speak. Rutan, too, was looking forward to visiting the birthplace of sport aviation, and paying his respects to the aviation organization which helped him pave the way for the first private launch of a man into outer-space. But his appearance was not meant to be. Rutan had to cancel due to health reasons.

In Rutan's place was Brian Binnie, who completed the flight in SpaceShipOne that won the \$10 million Ansari X Prize for successful civilian space flight. Binnie brought his personal experience as one of just

two civilian astronauts who flew in the SpaceShipOne program.

Binnie described how his personal dreams played out during the SpaceShipOne program; some of the personal and technical challenges to such flights; and their influence on the next generation of space adventurers and space tourism.

In addition to the Ansari X Prize-winning flight, Binnie made the first supersonic flight in SpaceShipOne on Dec. 17, 2003. He works closely with Rutan in the ongoing test flying work at Rutan's company, Scaled Composites in Mojave, Calif. Binnie also gained a measure of celebrity following the record-setting flights as part of the "Man Law: Men of the Square Table" television ads for

Miller Lite beer.

The Wright Brothers Memorial Banquet at EAA commemorates the anniversary of man's first successful powered flight. That accomplishment by Orville and Wilbur Wright at Kitty Hawk, N.C., on Dec. 17, 1903, began more than a century of innovation that has made flight commonplace and achievements such as space exploration possible.

Introducing Brian Binnie to the audience of approximately 400 guests was EAA President Tom Poberezny. EAA Founder Paul Poberezny likewise expressed his joy that much of the innovation that went into creating SpaceShipOne got its origins at EAA AirVenture. □

Former Wisconsin Pilot Wins Nobel Prize

CHAPEL HILL, N.C. – Former Wisconsin pilot and University of Wisconsin researcher, Oliver Smithies, has won the 2007 Nobel Prize in the category of physiology or

medicine. He now lives in Chapel Hill, North Carolina.

Smithies shares the prize with Mario R. Capecchi and Sir Martin J. Evans "for their discoveries of princi-

ples for introducing specific gene modifications in mice by the use of embryonic stem cells."

"Their discoveries led to the creation of an immensely powerful technology referred to as gene targeting in mice. It is now being applied to virtu-

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ally all areas of biomedicine — from basic research to the development of new therapies,” according to the Nobel Assembly at Karolinska Institute, which chose the award winners.

Smithies received the Nobel Prize Medal on Dec. 10 in Stockholm, Sweden.

Smithies still works regularly at the University of North Carolina at Chapel Hill, where he is an excellence professor of pathology and laboratory medicine. Now he is focusing on how the kidney works.

When Smithies is not hard at work, he can probably be spotted at the university's threatened Horace Williams Airport, where he bases his motorglider. He is an accomplished pilot, with more than 4,000 hours, a commercial certificate for gliders and powered airplanes, and an instrument rating. For a while, he was a flight instructor.

Smithies didn't begin flying until later in life, learning from his friend Field Morey at Morey Airplane Company in Middleton, Wis. He and Morey once flew across the Atlantic in a Cessna Centurion II in 1980 to visit Smithies' native country of Great Britain.

Today, Smithies owns and flies a Grob 109B motor glider. □



(L/R) Field Morey and Oliver Smithies before they took off on their transatlantic flight in 1980.

Dave Weiman

Jim Lauerma Named President of Avemco

FREDERICK, MD – Avemco Insurance Company has named Jim Lauerma president of the company. Lauerma, who was executive vice president-insurance operations and chief underwriting officer of Avemco before being promoted to president, has been in the insurance industry since 1985, starting his career at National Aviation Underwriters as an underwriter. Since then, he has served in several

positions including vice president of underwriting at U.S. Specialty Insurance Company (USSIC), a sister company of Avemco. □

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(L/R) Christeen Donohoue, Jim Jordan, Brian Riese, Ryan Walsh, and Eric Rosenbrook.

Avionics Department Adds Meaning To One-Stop FBO Service Center

by Dave Weiman

When a fixed base operation is as big as Wisconsin Aviation, with operations in Madison, Watertown, and Juneau, Wisconsin, it makes sense to be as self-sufficient as possible in regards to maintaining its fleet of aircraft. It also makes sense for aircraft owners to take their aircraft to a one-stop service center like Wisconsin Aviation which offers not only airframe and powerplant maintenance, but also

avionics sales, service and installation, for convenience and to minimize down time. Combine that level of service with a management style that welcomes all owners as if they were all flying G4s, and an airport restaurant second to none (Pat O'Malley's Jet Room Restaurant), and you are bound to attract and retain a growing customer base.



Jim Jordan working on a new avionics installation.

Under the leadership of Wisconsin Aviation's president, Jeff Baum, the company has grown from a small fixed base operation in Watertown, Wisconsin in 1981, to become the largest fixed base operation in the

Dave Weiman

state with locations also at Dodge County Airport in Juneau, Wis. (1983), and Dane County Regional Airport in Madison, Wis. (1994). In 1999, Baum added the avionics department to maintain his fleet of 47 charter and flight training/rental aircraft, and to service his customers' aircraft. Wisconsin Aviation's avionics manager is Brian Riese, and the avionics department is located in Madison.

Brian Riese, 36, grew up in nearby Monroe, Wis., and has been fascinated with electronics since he was a kid. He would tear apart his father's old tape decks to see how they worked, then put them back together. He said his dad, who was a handyman, was a big influence in his decision to pursue a career in avionics.

After high school, Riese attended Spartan School of Aeronautics and received his Aviation Instrument and Electronics Technician Accreditation in 1991.

He always thought he wanted to

be a pilot, and bought the books for his Private Pilot Certificate, but in the end, realized that what he loved most

about airplanes were their electronics – not flying them.

CONTINUED ON PAGE 53

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Metropolitan Airports Commission Supports Saving Minneapolis Crystal Airport, But At The Expense of Losing Two Runways

MAC Commission Meeting of December 17, 2007

Reported by Vivian Starr

MINNEAPOLIS, MINN. – On December 17, all 15 commissioners attended the last meeting of the full Metropolitan Airports Commission in 2007. The agenda called for a vote on the Long-Term Comprehensive Plan (LTCP) for Minneapolis Crystal Airport (MIC), one of six reliever airports in the Twin Cities metropolitan area. The airport's future has been in limbo for years, as the City of Crystal has threatened to close the airport for safety reasons, and local developers

have their eyes on the property. Federal grant assurances, and the Metropolitan Airports Commission, have kept the airport open up to now, but the commission had to reach a decision concerning the airport's long-term future. This is what the December 17, 2007 meeting was all about; to accept the MAC's staff recommendation to keep the airport open, or vote to close it. At the Finance, Development, and Environment (FD&E) Committee meeting, December 5, the plan had passed by a majority vote. At that time, Crystal tenants had displayed outstanding organization with 14 people speaking in support of Crystal Airport.

Chairman Jack Lanners opened the discussion with a description of the multi-year process that was culminating in the vote to be taken that day. He asked Bridget Rief, MAC Assistant Director of Airside Development, to summarize actions taken by staff since the FD&E meeting. Rief said that staff had finalized responses to the questions presented by the City of Crystal last week. In particular, she described the many

public meetings that had been held during the LTCP planning process over this past year. She also noted that after this vote, if positive, there would be an official 30-day public comment period.

Commissioner Robert Mars, Jr. said he was disappointed that other interested parties such as schools, doctors, businesses, and industry had not bothered to participate. However, he said he would vote "No!"

Chairman Lanners then opened the floor for public comment by first inviting representatives desiring to see the airport closed to speak.

ReNae Bowman, Mayor of Crystal, said she was disturbed that MAC's staff did not answer the city's questions prior to the Dec. 5 committee meeting. Additionally, she asserted the staff had not answered some of the questions included in the city's letter. She said staff was unwilling to consider the "greater good" when evaluating the future of the airport. She also said MAC's staff always gets their forecasts wrong. She stated that personal aviation is declining. She



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explained that the city just wants to help MAC commissioners see past their staff. Otherwise, she noted, future MAC boards will have to make the hard decisions. She added that MAC was not at all concerned about local residents' safety. She told the commissioners, "Closing Crystal is an opportunity for right-sizing the reliever airport system."

Bridget Rief responded that there was insufficient time between receiving the city's 45 questions and the FD&E meeting to research and draft answers. She added that some of the questions had been responded to in previous documents sent to the city. She explained that a number of forecasts used by MAC are taken directly from the Federal Aviation Administration (FAA). She added that FAA forecasts show that business use of General Aviation is growing faster than personal use. She noted that stagnation is not occurring! For example, at St. Paul Downtown Airport (STP), personal use is declining, but business, corporate, and military use are all increasing.

Commissioner Daniel Boivin asked Rief if it was fair to say that business aviation must grow at Crystal Airport for the forecast to be accurate. Her response was "Yes."

Commissioner Boivin asked the Mayor what kind of development was presently occurring along Hwy. 81. Her response was that there is not a lot at present for various reasons not associated with the airport.

Commissioner Boivin then continued by asking what the city would do with the airport land if it were available. The mayor's response was there was a lot of excitement about various possibilities including a lot of "wishful thinking."

Commissioner Pat Harris brought up a 2005 Crystal City Council vote approving (by majority) their city LTCP calling for closure of MIC. He asked why the city council had not taken another vote affirming their desire to close the airport, especially since MAC was reviewing the issue.

The mayor replied that they didn't think they needed to.

Commissioner Mike Landy asked if other area mayors had written letters about their position. Mayor Bowman said they had not, but she could ask them to do so.

Commissioner Landy then asked why citizens other than tenants had not become involved. The mayor replied that elected officials are supposed to make those good decisions for their communities.

Commissioner Landy noted that for many years General Aviation aircraft were not being constructed, but now the industry was busy with new products such as the planes built by Cirrus in Duluth.

Next, Chairman Lanners invited supporters of MIC to speak.

Bruce Wiley, owner of 113 T-hangars at Crystal Airport, interpreted the city's actions as a land grab. He said that MIC is a northwest metro asset, citing the fact that he rents space to OPUS Corp, as well as other businesses. He added that Crystal Airport has a chance to grow and prosper if its future is secure, but closing it would be a detriment to the region.

Kevin Rebman, leader of the Crystal Airport Community Group and AOPA Airport Support Network volunteer, asked the commissioners to support Crystal Airport.

Steve Wentworth of Wentworth Aircraft, Inc., who recently purchased much of the old Crystal Shamrock property, told the commissioners that he was a businessman using the airport to fly all over the country in support of his used aircraft parts business. He wants to renovate the MIC property as soon as he is assured the airport will stay open. He said it is not reasonable to close the airport closest to downtown Minneapolis. He added that you couldn't just go build a new airport!

A resident of Brooklyn Center who lives under the flight path of Runway 14 said he did not feel endangered by the aircraft.

Attorney Greg Reigel, speaking on behalf of the Minnesota Aviation Trades Association (MATA), said staff research was well done and asked the commissioners to move the airport forward.

Other people who spoke in support of the airport were Gary Grimes representing American Legion Post 511, Richard Vosika who has taught aviation at various schools, Lt. Col. Dick Johnson from the North Hennepin Squadron of the Civil Air Patrol, Robert Schroeder from the Reliever Airport Advisory Council, and several local residents from area communities.

Commissioner Landy then made a motion to approve the staff's recommendation:

1. That the recommended concept and project elements identified as Alternative #4 – maintaining one primary runway and one crosswind runway at the Crystal Airport be included as the preferred alternative in the LTCP update.
2. That staff be authorized to complete the draft LTCP document for Crystal.
3. That staff be authorized to make the draft available for public comment.
4. Upon completion of the public comment period, staff is authorized to finalize the LTCP documents.

Chairman Lanners said that when he started the study, he thought perhaps Crystal Airport could be closed. But after careful study, he feels that MAC must protect the assets it owns. He noted that the reliever airports, including Crystal Airport, are to protect the capacity of MSP. He said we are situated well to grow and must protect that vitality. He reminded commissioners that part of MAC's long-term obligation is to be the steering authority for aviation. He added that this is a win-win plan that preserves an asset while providing for development.

The motion passed by a majority vote. The 'nays' were from Commissioners Daniel Boivin, Pat Harris, and Robert Mars, Jr. □

A Little Airpark PR!

by Myrna CG Mibus

Iknew I wanted to live at Sky Harbor Airpark, a residential airport community located south of Minneapolis, Minn., even before I took my first flying lesson. I

visited some friends who lived at Sky Harbor in the late '80s, was given a tour of their home and the airport and was smitten by the place, by the glimpse into a fascinating sort of lifestyle, right away. I loved all of the houses with attached hangars, the rural setting, the grass strip, the people, the magical feeling of the place and, of course, the airplanes.

It was the thought of living at such a magical place that prompted me to start flying. I was in my early 20s at the time, didn't have a decent job or savings, let alone a pilot certificate or airplane, and living at Sky Harbor was but a dream, and kind of a silly one for a girl who didn't even fly air-

planes. So what's a girl to do? I started flying and decided to finish col-

lege, get a good job, and start saving for a house at Sky Harbor.

Fast Forward To The Year 2000

I've been flying for eight years. I'm finished with school and have a good job and I'm married to a pilot who has heard all about Sky Harbor because I've been telling him about it since we met. We have an airplane. We have a little girl and plans for another child, and decide it's time to move to Sky Harbor. We want to live there, want our kids to grow up in the community, grow up with airplanes, and go to the local schools. Long story short – we bought a house on the runway and have been at Sky Harbor ever since.

Living at Sky Harbor has been a dream come true for our two-pilot, two-child, two-airplane family. The airpark has given us a built-in community reminiscent of the neighborhood I grew up in; a place where people watch out for each other, where you know your kids are safe, where they

CONTINUED ON PAGE 43

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Poplar Grove Airport Featured In AOPA Pilot Magazine

The Aircraft Owners and Pilots Association (AOPA), the world's largest aviation association with 413,000 members, featured Poplar Grove Airport located in Poplar Grove, Illinois, in the August 2007 issue of AOPA Pilot in an article entitled, "A Day in the Life of America's Airports."

"What better way to celebrate America's general aviation airports than to show their diversity on a single day," said Tom Haines, AOPA Pilot editor in chief. "From float-planes to helicopters, airshows to charter flights, each airport has something unique to offer and each is a community treasure."

Poplar Grove Airport is a bustling general aviation fly-in community where homeowners taxi their aircraft out of their driveway and onto a runway. New production, antique and classic, and homebuilt and experimental aircraft share flying at this residential airpark and its community of some 111 homes located 90 minutes from Chicago. When AOPA Pilot visited on May 19th, antique and classic tailwheel aircraft were queuing up to take off and land on one of Poplar

Grove's turf runways.

AOPA Pilot editors and photographers traveled to 11 airports across the

country – from Alaska to Florida, New Hampshire to California – to observe, participate in, and write about what



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was going on at these airports. Along with the special feature article in the August 2007 issue of AOPA Pilot, the project includes a multimedia online component accessible to both AOPA members and non-members at www.aopa.org/pilot/dayinthelife.

Showcased is the article about

each airport, photographs, a timeline of the day, and even video that captures the spirit the editors experienced. In addition, expanded local area coverage with multiple links to local area attractions and visitor information is available to assist anyone interested in traveling to see the air-

ports and communities in person.

AOPA is committed to ensuring the continued viability, growth, and development of aviation and airports in the United States. These airports are a vital and critical component of a national transportation system.

Photos Courtesy of AOPA □

Willmar Gets F-14 Tomcat

WILLMAR, MINN. – Patrick Curry of Willmar, Minn., started calling all over the USA 7 years ago when he was a commissioner for the new, rural central Minnesota airport. He finally reached Helen Watson at the Department of the Navy, National Museum of Naval Aviation in Pensacola, Florida, 4 years ago, who told him then that 40 F-14s would be coming out of service in 2006 with the possibility of Willmar Municipal Airport getting one of them. Then in August 2006, he was told that Willmar would not get one, but a month later he received another call that there was an F-14 at the Naval Station in Minneapolis, and because Willmar had its paperwork completed, they were first in line to get it.

Three members of the airport commission – Patrick Curry, Doug Fensterom, and Gene Underland – flew to the Naval Air Station with Willmar Airport Manager Melissa Galvan – to inspect the aircraft before they agreed



(L/R) Patrick Curry and Melissa Galvan with Willmar's new F-14A Tomcat.

to accept it. Apparently, all of the other F-14s went to museums, and Willmar was the only airport to get one. (In April of 2007, Gene Underland was killed in a plane crash.)

The TitanF14SARDIP Company of Virginia Beach, Va., was the company that the airport commission dealt with to transport the aircraft from Minneapolis to Willmar. The contract they sent was over \$52,000 to take it apart in Minneapolis, then truck it to Willmar with four men from Titan

who put it back together. A local fund raising generated the needed revenue.

The aircraft now sets on three pads, with a jack under each wheel, tethered to the pads by cables. The most popular comment the airport gets is that people did not realize how large the aircraft was until now.

This F-14A is on loan to the Willmar Municipal Airport (John L. Rice Field) for a period of 5 years, at which time the Navy has the right to recall it, especially if it isn't kept in good condition. □

Bult Airfield, Monee, Illinois

by Barry Westhoff

MONEE, ILL. – Only about 30 miles due south of downtown Chicago and surrounded by fields of corn, soybeans, wildlife habitat, and even a few tree farms, sits one of the newer and more intriguing airfields in America.

Called Bult Field Airport and identified as C56, this country airport however dates back to 1942 when Paul Sanger, a Monee, Illinois aviation enthusiast started his "grass strip" airfield 3 nautical miles southeast of

town. His only neighbors were a few Will County farmers with some cattle, horses, and ducks hanging out in the sloughs and farm ponds.

Sanger Airport provided flight instruction, aircraft mechanics, and a few wooden T-hangars to local aviators. One of his student pilots was Jim Bult, 22 years old in 1984 and now age 45 with about 8,000 hours flight time logged in a variety of machines.

Today, Jim Bult is the owner of this 130-acre airfield. Purchased in 2004, Bult Field has already undergone a \$40 million renovation and there's more coming...like a \$5 mil-

lion terminal, which will also include a new home for the Bult family. The official dedication of this new field is scheduled for June 2008. However, this airfield will stay a country airport simply because Bult wants to keep it country. And so do his neighbors, especially the Monee community which expressed complete pleasure when Jim Bult purchased the property. That's because another potential owner of this site was the State of Illinois, which hoped to make this a regional airport to lessen the heavy traffic at both O'Hare Field and Midway Field.



(L/R) Jim Bult and Jeff Graefen.



New hangars are one of the improvements that have been made at Bult Airfield.

“A better person couldn’t have bought this property,” says Brian Cann, a Will Township supervisor and Monee businessman. “Our comprehensive economic development plan for our community is to maintain a rural, open-country environment. Jim Bult’s regard for country living is appreciated. Yet, both he and our community know that this new airfield will be a key economic engine in the development of peripheral businesses.”

So country it is. A blacktop township road is still the only access to Bult Field. The Sanger family eventually replaced the grass strips with asphalt. However, Jim Bult’s first major move after the acquisition of the airfield from the Sanger family was the pouring of a new 5,001-ft. concrete runway (75 ft. wide), and an adjoining concrete taxi strip. Also, eight new Chief Industry buildings, each 24,000 square feet, replaced all the older structures at the field and now provide 15 to 17 hangars per building.

Until the new terminal, a 70 x 200 ft. structure, is completed, the only “welcome” to this new airfield currently is a port-a-potty and a 10,000 gallon aviation fuel tank.

“We’ve got a few jobs still ahead, the terminal being the major item,” says Jeff Graefen, Graefen Development Inc., Frankfort, Ill., the general contractor for this entire renovation project. Construction of the terminal building started October 1, 2007. When all the work is done, this will indeed be one of the “classier” privately owned airfields in America.

“I know how much I appreciate having my aircraft in an insulated, heated hangar and thought pilots renting hangar space would enjoy the same comfort,” explains Bult. “Providing this comfort is a calling card for future business, so doing this during the construction phase was the logical time frame.”

Each hangar got fitted with 6 inches of ceiling insulation, 3-inches of wall insulation and a 4-inch blanket lining, for a net result of an R13 insulation factor in the walls, and an R19 in the ceiling. Plus for a quick warm-up, a Reznor space heater hangs from the ceiling of each hangar.

“We can and occasionally do get sub-zero weather; even a nasty blizzard when Mother Nature is feeling ram-

bunctious,” notes Graefen.

Schweiss Bi-Folds, a Minnesota manufacturer, acknowledged as the major builder of the bi-fold door design, was the door of choice for all 132 hangars. The bifolds included 68 doors, each 12 ft. x 41 ft. wide; 32 doors, each 14 ft. x 44 ft. wide; and 30 doors, each 14 ft. by 47 ft. wide. “Each of these doors was built with a walk-through door so this was indeed a special project for our crew,” relates Julie Schaefer, Schweiss marketing. “But designer doors custom built for each project is what we’re all about.” Recently, Schweiss shipped 24 bi-folds to Poland for installation at a new Polish Air Force base.

Why Chief buildings? Bult says, “These buildings are designed for 90 mph wind loads which dictates the structural strength needed to meet IBC 2000 building code. And that includes the doors.”

Why the Schweiss Bi-Fold? “Same process,” explains Bult. “I looked at lots of hangar doors. That bi-fold design with their unique lift-strap mechanism just seemed to be the most trouble free, smoothest operating, and certainly strong enough to handle heavy winds, even blizzard conditions.” The lift-strap has a 29,000-lb. tensile strength and 5-year factory warranty.

Bult also purchased the “auto-latch” mechanism for the bifolds. This lock-down system snugs the bifold tightly against the door frame, providing total security, plus complete insulation against weather elements.

Apparently Bult Field is rapidly becoming known within the aviation industry, especially in the greater Chicago area. Though operational less than a year, nearly half the hangars are occupied. An aircraft maintenance shop is also on the construction agenda.

“Weekends are already quite busy,” says Bult. “Quite a few business jets have used the airport. So without even an arrival building and indoor bathroom, the field has a lot of traffic.” Bult’s air fleet includes a Cherokee Six, Piper Malibu, and two Robinson Helicopters, an R22 and an R44. Scheduled to arrive in the 4th quarter of 2008 is his first entry into the executive jet business world, a 6-passenger Cessna Mustang.

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Midwest Antique Airplane Club Holds Annual “Grassroots” Fly-in At Undisclosed Location; 700 In Attendance!

by Ed Leineweber



Jesse Peckham

Fly-ins & Air Shows

The worst kept secret among aficionados of antique and classic aircraft is the annual Grassroots Fly-in held each year by the Midwest Antique Airplane Club at a small turf airfield somewhere in the Upper Midwest. Having recently joined MAAC to indulge my affection for old, tailwheel flying machines, I was pleased to attend this event for the first time on a gorgeous autumn day last year. My Champ and I will surely be back!

You can't blame MAAC members for insisting that Grassroots be maintained as a private, members-only event. The charm, warmth and quality of the experience would certainly be diminished if the event were open to the public. But don't misunderstand; Grassroots 2007 offered plenty of people and planes to make a great party!

Club officials report that about 700

folks showed up for Grassroots last year, traveling from 22 states, Canada and England. Registration rolls showed that 164 old airplanes made the scene, carefully tended by their loving guardians. The oldest four planes were all built in 1929: a Stinson SM-2 Detroit Jr.; two Travel Aires; and a Spartan C-3. My 1956 Champion 7EC was a mere babe compared to these fabulous antiquities.

Originally founded in 1963 as the Wisconsin Chapter of the Antique Airplane Association, the organization became the Midwest Antique Airplane Club in 1988. The club was initially founded to promote and perpetuate interest in antique airplanes, but has expanded its mission since to include all aspects of the preservation, restoration and flying of antique and classic aircraft.

Membership in MAAC has grown over the years from about 350 in 1988

to more than 1,050 today, with members hailing from all over North America and several foreign countries. Club members restore and operate a wide variety of aircraft types. Honors earned by MAAC members include over a dozen national grand champions and numerous other prestigious awards.

Meetings are held on the third Sunday of each month from February through October. The monthly meetings are hosted by members at a variety of airports throughout Wisconsin, northern Illinois, and east central Minnesota.

Two members-only events highlight the year's activities. The Grassroots Fly-in is the major flying event, held annually each September (oops!) hosted by the EAA Chapter at the Brodhead, Wisconsin, airport (oops again!). The big season-ending social gathering is the MAAC annual

banquet, held in November, usually at the Holiday Inn, Fond du Lac, Wisconsin.

All kidding aside, MAAC events are truly private, and open only to current members. The club is refreshingly low-key. It does not advertise, hosts no website, and grows only by word of mouth among the true believ-

ers. Please respect the nature of this gem in an over-hyped world, and do not attempt to attend MAAC events unless you are a member. Given the small scale of the Brodhead airport, safety and space considerations demand no less.

On the other hand, if you share MAAC members' passion for this

wonderful niche of aviation gone by, contact club officers Rosie Stark at (920) 662-5400; jimrosie@execpc.com, or Jay Baeten at (920) 532-4950, jay.baeten@itol.com for more information.

If you join, you will learn the secret handshake and join us at next year's Grassroots! □

Fly-In Open House Demonstrates Community Interest In Keeping Minnesota Airport Open

Dave Weiman



A strong crosswind at Minneapolis-Crystal Airport required that aircraft switch from using the primary runway, Rwy. 14/32, and use instead the airport's crosswind runway, Rwy. 6/24 during the airport's annual fly-in and open house. The Metropolitan Airports Commission has proposed closing one of two crosswind runways to allow for development, despite the obvious hazard this would pose.

CRYSTAL, MINN. – If the Crystal City Council and developers had their way, Minneapolis Crystal Airport would be closed to make room for yet another strip mall. Fortunately for strong taxpayer support to keep the airport open, tenants with leases longer than the runways, and the federal government, which would enforce grant assurances should the airport ever close, the airport is expected to remain open, at least for the foreseeable future. Yet, the Metropolitan Airports Commission (MAC) seems to be willing to compromise with the proposed closing of one primary and one crosswind runway, despite the need to keep all four runways open as demonstrated during the airport's open house on June 17, 2007. Strong winds from the southwest would have made it hazardous to use the primary runways, Rwy. 14/32 L/R.

Several thousand people attended the day-long event that started with a fly-in breakfast, and ended with an afternoon barbecue. Thunderbird Aviation once again supported the open house with several aircraft and pilots giving rides to the general public, non-stop. Donations were received from VFW Post 494, Crystal Lions Club, North of Sixty Flying, Inc., North of Sixty Camps, West Metro Fire Relief Association, Metropolitan Airports Commission, National Air Traffic Controllers Local-Crystal Airport, Westphal American Legion Post 251, American Legion Aviation Post 511, and local aircraft owners and pilots. Crystal Airport also sponsored a community food shelf drive in conjunction with the open house, so attendees were encouraged to bring canned goods to be dropped off. □



Hutchinson Holds Fly-In To Support CAP

HUTCHINSON, MINN. – With the support of airport management and Hutchinson Aviation, a fly-in breakfast was held on June 17, 2007 to help raise funds to support the



Del Dammann of Litchfield, Minn., flew into Hutchinson in his Brantly B2B helicopter. Flying copilot was airshow performer, Joe Dooley of Hutchinson, Minn.

Hutchinson Composite Squadron of the Civil Air Patrol. The Hutchinson CAP Squadron recently completed construction of a building on the field. The squadron is led by Maj.



Hutchinson Composite Squadron of the Civil Air Patrol (L/R): Cadets Cullin Schaeffer and Julia Dietel, Maj. Ruth Hoffman, Maj. Chet Wilberg, and cadets Zach Kaufman, Nate Wingo, and Peter Hibma.

Chet A. Wilberg of Winsted, Minn. Wilberg first got involved in CAP as a cadet at age 13. He is an information technical specialist at Target Corporation in the Twin Cities. □

Photos by Dave Weiman



Ron Fagen in the P52 Mustang.



Greg Poe in the Fagen MX-2.

Ethanol Manufacturer Sponsors Entire Airshow

ALEXANDRIA, MINN. — Ron Fagen of Fagen, Inc., a manufacturer of ethanol fuel, with headquarters in Granite Falls, Minn., sponsored an

entire airshow at Alexandria Municipal Airport/Chandler Field, June 23, 2007.

Performing an aggressive airshow

routine was Greg Poe in the Fagen MX-2, Pietsch Airshows featuring Kent and Warren Pietsch doing their comedy routines, and Ron Fagen in his P-51 Mustang.

Among the aircraft scheduled for fly-bys and static display included several P-51 Mustangs, a P-40, a Corsair, a PT-17

Stearman, and an L-2. Jerry Van Kempen, known throughout North America as the voice of the Red Baron Stearman Squadron, announced his hometown show, despite his decision to retire a few years ago. He says that announcing airshows “*sure beats being a Wal-Mart greeter!*” □

Flying Dentists Association Fly-In, Spearfish, S.D.

by George Larson

The Flying Dentists Association’s (FDA) national meeting started with a fly-in to Clyde Ice Airport at Spearfish, S.D., June 22-26. The national meeting and accommodations were at the Spearfish Holiday Inn and Convention Center. FDA was officially formed on June 5, 1960 in Amarillo, Texas, by a group of 29 dentists who became its founding members. A constitution and bylaws were drawn up with officers and directors elected. The locations for annual conventions are chosen in resort-type settings, with access to clinical programs and aviation facilities, along with appeal for the entire family of the association members attending. The association has four districts to accommodate membership distribution and natural geographic barriers: Eastern, Central, Western and Pacific. Each district has its flying activities during the year. A monthly newsletter keeps all members informed of district activities as well as national meetings.



Mark E. Mosier

Mark E. Mosier, D.D.S., F.A.G.D., outgoing national president, is from Clarinda, Iowa.

Mosier became involved early in the association because two of its charter members were his father and grandfather. He joined the association and by 1965, there were several hundred members. The aviation boom was in full swing during the 1960s with everybody flying, and the organization really took-off. FDA has annual and regional meetings throughout the year.

There were 200 members in Spearfish, arriving in 47 aircraft. FDA has a missions division and have been active in Central America. Their newsletter is published 11 times a year, and their web site is www.flyingdentists.org. FDA is a family organization for all ages. They recruit dental students as well as retired dentists.

“I flew in from Clarinda, Iowa, in a 1999 Mooney,” said Mosier. “Our membership flies a variety of aircraft from antiques to modern types, with most being single-engine (aircraft), some twins and a few turboprops. Mooney Airplane Company flew in a new aircraft for our members to fly (this year). This is pretty common for our meetings to have a new aircraft (on display).”

Mosier said that FDA selected Spearfish, S.D. for its national fly-in in 2007 because of its central location, excellent activities in the area and close proximity between the airport and hotel. They also got a lot of support from municipal organizations. “We have had a great convention, and the weather was great for flying in the local area,” concluded Mosier. □

SKY HARBOR AIRPARK FROM P. 36

play outside and have lots of fun. Airpark living has made it easier for us to take many flying vacations in our Piper Pacer, to turn off the television and spend more time with our family and friends. To top it off, we have the best scenery we could hope for – airplanes, from ultralights to classics, a fly-by nearly every day, there are nearby pastures with grazing cattle and field after field of soybeans and corn – a good life away from the hustle and bustle of the city.

We've dreamed of living here undisturbed for years to come – that is, we did until the fields near our airpark started sprouting new houses instead of soybeans and corn, a handful which are located right below our traffic pattern. Most of our new neighbors accept our small airplanes as part of the rural landscape along with the tractors and cows. But, you guessed it, a few have complained about noise, have worried that the airplanes are going to fall from the sky. Our airpark neighbors have been worried, too. We're concerned that the vocal few will shut us down, that our lovely grass strip will be turned into a golf course. And though Sky Harbor has kept a low profile in the community since it was established in 1972 (many locals don't even know we exist), we decided it was time to get out and do some positive PR to foster our relationship with the surrounding community.

Every August, our nearby town of Webster, Minnesota, has a Harvest Days celebration. And every year people from Sky Harbor get involved in the festivities, from flying overhead to signal the start of the parade, to baking pies for the pie contest. This year, however, the Sky Harbor community decided to do something new. We decided to host an airpark open house. Why? To let the surrounding community know that Sky Harbor is here and we're home to some 50 families, to share our love of aviation, and to thank our neighbors for sharing the skies with us.

To announce the open house, we put out road signs to direct people to

the event. Since one of the stereotypes about the airpark is that we are a bunch of older airline pilots (we're not), we wanted to make sure the crowd could see we are a community made up of families and children. So, to further announce the open house and to let people know who we are, we had a "parade unit" – a group of airpark adults and kids – walk in the parade and pass out candy and toy airplanes to the crowd.

Both the signs and the parade participation helped, but the biggest "advertisement" for our open house was the three-ship formation that flew overhead to signal the start of the parade. As the flight of three flew over the town, parade announcer Craig Christensen, who is also an airpark resident, told the crowd that the planes were from Sky Harbor, that one of the most popular air show performers in the United States, airpark resident Julie Clark, was leading the flight in her beautiful T-34, and he invited everyone to come see the planes at our open house.

The crowd was wowed by the fly-by (and, possibly, by the good-looking people in the parade unit, free candy and toy airplanes), and immediately following the parade, people started showing up at the open house. We had an area roped off with 18 airplanes, from ultralights to Julie's polished T-34, on display. Dozens of people came out and took pictures, asked questions, looked at the airplanes and registered for a gift certificate for an airplane ride from historic Stanton Airfield. A few of the airpark kids sold cans of pop, residents answered questions and showed off our airplanes to our visitors, and the newly crowned Harvest Days Queen, Brittney Howard, and Princesses Hailey Huddock and Toni Scofield, came out to see the airplanes and have their pictures taken with them.

All in all the open house, or "open field" I suppose I should say, was a positive event for the airpark and the community. We felt we were able to dispel a few myths about airplanes

and pilots, assure a few people that our airplanes aren't going to fall from the sky, and let them know we are nice people who work hard and play hard just like they do. Plans are underway to have the open house again and next year we'll be out there again, talking to people, telling them about life at Sky Harbor.

Who knows? One of our visitors might just feel the magic of our little airpark and decide that they need to start flying and move to Sky Harbor – just like I did almost 20 years ago.

EDITOR'S NOTE: Myrna CG Mibus is a private pilot who owns and flies a Christen Eagle II and a Piper Pacer. Her husband, Owen, is also a pilot and they live at Sky Harbor Airpark with their two children. Myrna and her family fly their Pacer to fly-in breakfasts in Minnesota and Wisconsin, and take it on vacations throughout the United States. □

BULT AIRFIELD FROM P. 39

Bult calls his helicopters his "time machines" because they are the quickest and by far the most convenient craft for touching down at his many operations within the greater Chicago metro area. "We have operations in southern Wisconsin, Rockford, Pontiac...this entire area, so my helicopters are my business transport providers. They are tremendous time-savers."

The business making this new airport project financially feasible is MBI (Mr. Bult's Inc.), a nationwide transfer company. Bult simply says, "We're in the trucking business." Indeed! MBI hauls trash from transfer stations to landfills coast to coast, in essence from San Diego to Chesapeake Bay. "We're the largest transfer operation in the world," sums up Bult. And thanks to aviation, his business imprint is likely to keep getting bigger. Having your own country airfield virtually minutes from the Chicago loop, smacks of being a World Series champion. It just doesn't get any better! Bult and his wife, Pearl, have three sons: Josh, 24, Jacob, 22, and Joe, 18. □

Aeronautics Report

Wisconsin Bureau of Aeronautics

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

David M. Greene, Director

(608) 266-3351

www.dot.wisconsin.gov



How To Go About Establishing Your Own Private Airport

by Mark Pfundheller

WisDOT Aviation Consultant

Have you ever thought about owning/starting your own airport? Are you wondering what you need to do to establish an airport, and what you can do to have your airplane based in your backyard?



Mark Pfundheller

For many pilots, this dream is a reality. The Wisconsin Department of Transportation's Bureau of Aeronautics has on record 435 privately owned airports in Wisconsin. If you are considering establishing an airport or are already flying out of the pasture in the "back 40," we will explain the process and what is required to get your airport approved.

State guidelines for this process are found in the Wisconsin State Statutes and Wisconsin Administrative Code. Section 114.134 of the Wisconsin State Statutes, paragraph 3; "Airport Site Approval" reads: "No person shall construct or otherwise establish a new airport or activate an airport within this state unless the secretary of transportation issues a certificate of approval for the location of the proposed airport. No charge shall be made for application or approval. The secretary may issue a certificate of approval if he/she determines that the location of the pro-



A typical rural private airfield.

posed airport is compatible with existing and planned transportation facilities in the area."

Standards for airport siting are listed in Wisconsin Administrative Code Trans 57.04 Standards. This section discusses the location of the runway threshold and the displacement of the runway threshold to provide clearance over any public traverse way. Wisconsin's requirement is that the landing threshold be located to provide adequate clearance over any public traverse way, road, railroad or waterway. Each traverse way is assigned a height equal to the highest mobile object that would normally travel upon it. If the clearance penetrates a 20:1 (20' horizontal to 1' vertical) approach surface, the runway threshold must be displaced down the landing runway.

The first step in the process is to contact the WisDOT Bureau of Aeronautics office or access our web site at: <http://www.dot.wisconsin.gov/modes/air.htm>, and obtain the proper

forms. Required forms are:

Application for Airport Site Approval; and FAA Form 7480-1, Notice of Proposed Landing Area. You must complete these forms with a copy of a USGS quadrangle map depicting the outline of each runway. The distances from all public roads must be clearly indicated on your airport sketch.

After completing the forms, return them to our office. We will forward the FAA Form 7480-1 to the FAA for their airspace analysis. In our office, we complete a preliminary airspace study, and then send your proposal out for comments. The proposal is sent to the respective county zoning administrator, town board chair and any existing airport owner within 10 NM of your airport site. The complete process takes approximately three to four months. There are no required standards concerning length or width of your proposed runway.

We suggest you contact your local town or village board and the county zoning administrator for applicable

ordinances, laws or regulations concerning your proposal. Local ordinances vary greatly throughout the state and this oftentimes can be your greatest hurdle in the establishment of your airport.

The Wisconsin Bureau of Aeronautics is willing to help resolve problems encountered with town boards and county zoning offices. Some sites may require zoning adjustments, conditional use permits or other conditions stipulated by a town or county concerning the operation of your airport. If no adverse comments are received and your proposal will not adversely impact other transportation facilities, we will issue a certificate.

One thing you will need to determine is the classification of your airport. An airport can be designated as; public-use, private-use or personal-use. The designation you make can affect

whether you will need local, town or county zoning approval, depending on how the ordinances are written. The differences between the designations are as follows: 1) public-use: open to all users, 2) private-use: open to owner and all aircraft with owner's permission, 3) personal-use: owner only aircraft.

The designation of status for your airport also determines the amount of airspace protection provided by the FAA. The FAA will only protect the airspace surrounding a public-use airport. A designation of private-use or personal-use will not stop the construction of cell phone towers, wind turbines or other obstructions to your airport. The establishment of an airport does not give you airspace rights to adjoining properties, and it is always a good idea to have your approach areas contained on your own property.

Should a conditional-use permit be

required by local zoning ordinance, you may have to accept conditions such as limiting the number of aircraft that can be based at your airport, or limited hours of operation. A lot will depend on your neighbor's opposition or support of your proposal.

It's always a good idea to meet individually with each neighbor, brief them on your intentions to establish an airport, and address any concerns they might have before submitting an application with local zoning. An orientation flight for each neighbor well beforehand might also be a good idea.

Now is the time to start planning for your airport so you can be flying as soon as the snow melts. If you have any questions or need additional information, contact me, Mark Pfundheller, at (608) 267-5272; or email me at mark.pfundheller@dot.state.wi.us. □

Spring Safety Seminars

by Jeff Taylor

WisDOT Aviation Consultant

For over 40 years, the Bureau of Aeronautics has conducted safety seminars across Wisconsin and we are busy making plans for the next round of seminars starting this spring.

A significant change this year will be how we handle the ground training credits for the FAA "Wings" program. The FAA is not accepting the paper cards for ground and flight training credit that we previously handed out at seminars; instead you must register at their web site: www.faasafety.gov

After registering, you will receive an email announcing safety seminars near your home; then you can register for the training session and then receive credit in the Wings program. All pilots are encouraged to register at www.faasafety.gov since this may be the only announcement of a nearby



Jeff Taylor

seminar you will receive.

Safety programs will also be listed at the WisDOT web site:

<http://www.dot.wisconsin.gov/news/events/air/pilot-education-seminar.htm>

Mechanics Refresher & IA Renewal Seminar To Be Held At Wisconsin Dells

This year's training seminar will be held in the Wisconsin Dells on February 16, 2008 at the Kalahari Resort and Conference Center. WisDOT holds the refresher course annually for A & P mechanics with inspection authorization who need to fulfill their annual training requirement. This year's agenda includes: aircraft maintenance liability, Beechcraft Bonanza landing gear maintenance, composite airframe repair, sport pilot-eligible aircraft maintenance, rotorcraft maintenance, and oil and oil filter analysis. Approximately 30 vendors will be available to discuss their products during breaks. Registration is \$25, which includes lunch. More information can be found on the WisDOT web site at: <http://www.dot.wisconsin.gov/news/events/air/firc.htm>

[gov/news/events/air/aviation-mechanic-seminar.htm](http://www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm)

Flight Instructor Refresher Course To Be Held In Kenosha

The Wisconsin Department of Transportation and Gateway Technical College will co-sponsor a FIRC on March 8th and 9th, 2008 in Kenosha at the Gateway Technical College campus. The course was recently revamped with a strong emphasis on scenario-based training and the new FAA/Industry Training Standards (FITS). Training under FITS has become an emphasis for the FAA to develop flight training programs that are more convenient, accessible, relevant and less expensive for today's pilots. The course is open to Certified Flight Instructors whose certificates expire in March, April, May or June of 2008. Other pilots can audit the course at a reduced fee and receive a certificate of completion. For more information, visit the WisDOT Web site at: <http://www.dot.wisconsin.gov/news/events/air/firc.htm> □



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

Gary E. Workman, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

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

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Take A New Look

by Gary Workman, Director
Mn/DOT Office of Aeronautics

The Minnesota Aviation Hall of Fame website is a treasure trove of Minnesota aviation history. Each year new inductees are added and their stories fill in another piece of our aviation picture. If you haven't seen it in awhile (or at all), you must



Gary E. Workman

take some time to check it out. To do so simply cut and paste this url into your web browser and let the magic of the Internet take you to this beautiful location: <http://mnaviationhalloffame.org/>.

One can easily spend a few hours reading all of the biographies and learning of little known facts about the pioneers of aviation in Minnesota. Many of these people have been a part of aviation that led the way for flight all over the world, not just Minnesota.

A number of the names you will see are likely still very familiar to you, though some of their special

deeds may have faded a bit with time. But going through the Minnesota Aviation Hall of Fame website will certainly refresh those fading memories and open your eyes to things you never knew.

Through the tremendous efforts, skills and artistry of Max Haynes, the elegance of the site truly honors those whose memories and deeds are preserved there for everyone to experience. The photos and text are clear, sharp, and easy to read and very easy to navigate. So take a new look, today. You'll be glad you did. <http://mnaviationhalloffame.org/> □

Thundering Spring!

by Dan McDowell
Public Affairs Coordinator

Finally! Spring is just around the corner. It feels good to know that in a few weeks we'll be opening windows to let in the warm air scented sweetly by the first blooming flowers. The smell of fresh grass will alert our senses to the change of the season. Excitement will well up inside because soon – very soon, those who hibernated for the winter, will once again be able to enjoy the adventure and freedom of flight.

Along with the anticipated renewal of spring comes the anticipation of spring thunderstorms that can range in size from the small and localized type, to the monsters that cover many square miles and can wreak havoc on the ground as well as in the air. Bear in mind that ALL thunderstorms are dan-

gerous especially to aviators in flight.

Aviators must maintain a keen awareness of the current and near-future weather conditions and forecasts.

In spring and fall, as the warm air masses collide with cold air masses, thunderstorms can quickly blossom. An average thunderstorm may have a diameter of roughly 15 miles and may last 30 minutes. In those 30 minutes, it will go through three stages of its life. They are the developing, mature, and dissipating stages.

In the developing stage, there is relatively little precipitation. The cloud itself is continuing to quickly grow, becoming a towering cumulus, which clearly indicates the rapidly rising column of warm air. There may be occasional lightning and thunder. This initial stage can last up to 10 minutes.

In the "mature" stage, the precipitation can be locally heavy and also display frequent lightning. Given the right ingredients, T-storms can pro-

duce tornados, which are most commonly found on the south edge of the cell. Once mature, the cloud itself can appear very dark to nearly black. This stage generally lasts 10-20 minutes.

The final stage is the "dissipation" stage. The first significant change is a decrease in precipitation intensity. Lightning may also decrease, but bear in mind that any lightning can be dangerous. It is also possible that during the dissipation stage, as the rising column of air collapses, it can rush out of the bottom of the cell and spread out in many directions creating a burst of intense wind, called "straight-line wind." Straight-line winds move along the surface at speeds of up to 100 mph or more!

Straight-line winds are actually responsible for most thunderstorm wind damage. There are a couple of types of straight-line winds that can occur. One type is called a "down-burst," which is a relatively small

area of rapidly descending air beneath a thunderstorm. A downburst can cause damage equivalent to a significantly strong tornado.

The next type of wind is called a “dry microburst.” Though most common in the western United States, they can occur anywhere. The dry microburst derives its name from conditions that produce the downburst, but with little – if any – rain associated with it. As with any downburst, the winds can move along the surface at destructive speeds.

According to the National Weather Service, there are an estimated 100,000 thunderstorms of all sizes during an average year in the U.S. Of all those thunderstorms, only 10 percent are classified as “severe.” A severe thunderstorm is classified as such if it produces winds greater than 58 mph, or develops tornado activity and produces ½ inch hail. It is interesting to note that there are around 1,800 thunderstorms occurring at any moment around the world. This totals about 16 million storms per year.

The chances are better than good that sometime in this flying season you will come across thunderstorm activity along or near your intended route of flight. Please remember that T-storms are all dangerous to aviators. But with prudent preparation and a little patience borne of sound decision-making, you can marvel at the energy, light and sound they produced, while you are safely in your hangar or many miles away from it and its track. □

Mission, Vision and more...

by Dan McDowell

Public Affairs Coordinator

When you are preparing to write a “strategic plan” for your airport, business, or organization, you should have a clear understanding of the parts that make up a complete strategic plan. A strategic plan is, quite simply, a document of 10 or fewer pages that clearly explains why an organization exists,

what its goals are (or what it plans to accomplish), and how it will go about accomplishing the stated goals.

The two most visible parts of any strategic plan are the “mission” and “vision statements.” These are the key parts that will inform and guide the employees, supporters, members, volunteers, or anyone that may read these statements or the plan itself.

The purpose of writing a mission statement is to clearly express your organization or unit’s reason for being. In other words, the mission statement tells the reader why your organization exists.

A vision statement establishes and expresses where your organization desires to be in the future. The key word here is “future.” The vision statement expresses the organization’s desired future in an optimistic, but realistic manner.

The mission and vision statements are truly the heart of any strategic plan. They are complimentary to each other and when properly written, clearly express the goals and ideals in a manner that is clear, not only to the members, but to any potential supporters or individuals. They also clearly represent the business of the organization.

The goals, objectives, purpose, strategy, tactics, and values are all integral parts of the complete plan that is developed based on the mission and vision statements. Together, the individual parts make up the heart of a solid strategic plan while providing a strong foundation for good decision-making. Additionally, they provide a platform for communicating the organization’s values and goals in a concise manner.

It also brings into clear focus the organization’s desired future, so that all members and potential members can understand it, and work together toward the stated goals and that desired future.

Here are this author’s definitions for the parts of a strategic plan. They are offered here to help any reader begin to understand them and their value to the total plan. There are

many other adaptations of definitions and in fact, you may wish to create your own. But before you do, look at the various definitions used by different organizations and companies.

When you have a complete strategic plan with strong and clear mission and vision statements, your organization will find it easier to stay on course toward a brighter, more productive future.

Definitions

Mission – A statement of general purpose. It is the reason the organization exists. In other words, as an organization, it is who we are, what we do, for whom we do it, why we do it.

Vision – The power of imagination, establishing where you want the organization to be in the future.

Goals – The state of affairs that a plan is intended to achieve, and that when achieved, terminates behavior intended to achieve it. Goals should be directed toward the vision and consistent with the mission.

Objective* – This is a specific measurable result expected within a particular time period, consistent with a goal and operational strategy.

Purpose* – This is an anticipated outcome that is intended, or that guides the planned actions.

Strategy – This is the action path the organization has chosen to realize its stated goals. Strategies establish broad themes for future actions and should reflect reasoned choices among alternative paths.

Tactics – The behaviors through which established objectives and ultimately, the specific strategic intent is achieved.

Values – The ideals, customs, principles, standards, or qualities considered worthwhile, desirable, or valuable by the organization and its members.

***Objectives vs. Purpose:**

There IS a difference between an objective and a purpose. An objective statement should provide a logical link between the outputs of that component and the project purpose(s). □

CALENDAR

Send the date, times, location
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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.

FEBRUARY 2008

- 1-2 **Novi, MICH.** - Great Lakes Aviation Expo & Conference. 248-348-6942.
www.GreatLakesAviationConference.com
- 1-2* **AMES (AMW), IOWA** - Midwest Aviation Maintenance Symposium & Trade Show. 319-295-5221 or 515-360-3879.
- 2* **YORK (JYR), NEB.** - Fly-In Breakfast with custom-made omelets, burritos, eggs, sausage & pancakes 8-10am.
- 2* **BRODHEAD (C37), WIS.** - Chili Ski/Fly-In 11am-2pm. www.eaa431.org
- 6* **BROOKINGS (BKX), S.D.** - Potluck Supper. 6:30pm at the farthest east hangar (McLaughlin's). If you fly-in you aren't required to bring anything.
- 9-10* **GLENWOOD (GHW), MINN.** - Tanis Aircraft 35th Anniversary Fly-In. Winter Fly-In Breakfast and Entertainment combined with local Winterama Festival. 612-202-1447. www.tanisaircraft.com
- 10* **MONDOVI (WS69), WIS.** - Annual Ski Fly-In at Log Cabin Airport 10am-?. Lunch served at noon. 122.9. 715-287-4205.
- 16 **WISCONSIN DELLS, WIS.** - Mechanics refresher and inspection authorization (IA) renewal seminar at Kalahari Resort. For more info 608-267-7110 or tamera.weaver@dot.state.wi.us.
- 16* **CRETE (CEK), NEB.** - Fly-In Breakfast 7:30-10:30am.
- 16* **TEA (Y14), S.D.** - Fly-In Breakfast 7-11pm.
- 20* **VERMILLION (VMR), S.D.** - Potluck Cookout 6pm.
- 23* **SPRINGFIELD, ILL.** - Ultralight/Sport Plane Safety Seminar at the Illinois Building, Illinois State Fairgrounds. www.safety-seminar.com/

MARCH 2008

- 1 **WISCONSIN RAPIDS, WIS.** - Wisconsin

Ultralight / Light Aviation Safety Seminar at Hotel Mead from 8am-9pm. 715-536-8828. kruegerfly@aol.com

- 1* **YORK (JYR), NEB.** - Fly-In Breakfast with custom-made omelets, burritos, eggs, sausage & pancakes 8-10am.
- 1* **ROYALTON (38WI), WIS.** - Wheels & Skis Fly-In at Northport Field. Chili 10am-1pm. 920-538-0062. (Weather date 2nd)
- 2-4 **FARGO, N.D.** - N.D. State Aviation Convention "Gathering of all Aviation Fields" at Ramada Plaza Suites. 701-328-9650. www.ndac.aero
- 5* **BROOKINGS (BKX), S.D.** - Potluck Supper. 6:30pm at the farthest east hangar (McLaughlin's). If you fly-in you aren't required to bring anything.
- 8-9* **KENOSHA, WIS.** - Gateway Technical College, Flight Instructor Refresher Course. 608-267-7110.
- 13-15 **SAN DIEGO, CALF.** - International Women in Aviation Conference at the Town & Country Resort & Convention Center. www.wai.org or call 937-839-4647.
- 15* **CRETE (CEK), NEB.** - Fly-In Breakfast 7:30-10:30am.
- 19* **VERMILLION (VMR), S.D.** - Potluck Cookout 6pm.
- 24-25 **BROOKLYN CENTER, MINN.** - Minnesota Aviation Maintenance Conference at the Earle Brown Heritage Center. Register online at www.regonline.com/148437. 800-657-3922 x7181
www.dot.state.mn.us/aero
- 29* **DULUTH (DYT), MINN.** - Ski-plane Buffalo Burger Fly-In at Sky Harbor 9am-3pm. 800-432-2884 x4880

APRIL 2008

- 2* **BROOKINGS (BKX), S.D.** - Potluck Supper. 6:30pm at the farthest east hangar (McLaughlin's). If you fly-in you aren't required to bring anything.
- 5* **FORT DODGE, IOWA** - Chili Fly-In 11am-2pm. 515-955-3434.
- 5* **YORK (JYR), NEB.** - Fly-In Breakfast with custom-made omelets, burritos, eggs, sausage & pancakes 8-10am.
- 8-14 **LAKELAND, FLA.** - Sun 'n Fun Fly-In. Lakeland Linder Regional Airport. 863-844-2431. www.sun-n-fun.org
- 16* **VERMILLION (VMR), S.D.** - Potluck Cookout 6pm.
- 19* **CRETE (CEK), NEB.** - Fly-In Breakfast 7:30-10:30am.
- 19* **TEA (Y14), S.D.** - Fly-In Breakfast 7-11pm.
- 23-24 **WEST DES MOINES, IOWA** - Iowa Aviation Conference at Sheraton West Des Moines Hotel. For more info iawings.com Registration, Sue Heath 515-727-0667.
- 23-25 **BLOOMINGTON, MINN.** - Minnesota Airports Conference. Contact Judy Meyers at 800-657-3922 x7232 or judy.meyers@dot.state.mn.us
- 25-27* **OSCEOLA, IOWA** - 99s North Central Section Meeting, 175/DSM, Terrible's Lakeside Casino & Resort. www.iowa99s.org

MAY 2008

- 3 **BLOOMINGTON, MINN.** - Minnesota Aviation Hall of Fame at Ramada Inn/Thunderbird Convention Center. Contact Noel Allard at nallard@unitelc.com.
- 3* **YORK (JYR), NEB.** - Fly-In Breakfast with custom-made omelets, burritos, eggs, sausage & pancakes 8-10am.
- 5-7 **APPLETON, WIS.** - 53rd Wisconsin Aviation Conference at the Radisson Paper Valley Hotel. www.wiama.org/conference.htm. Contact Pete - 715-358-2802.
- 7* **BROOKINGS (BKX), S.D.** - Potluck Supper. 6:30pm at the farthest east hangar (McLaughlin's). If you fly-in you aren't required to bring anything.
- 17* **TEA (Y14), S.D.** - Fly-In Breakfast 7-11pm.
- 17* **CRETE (CEK), NEB.** - Fly-In Breakfast 7:30-10:30am.
- 17-18* **BLAINE (ANE), MINN.** - Blaine Aviation Weekend. Pancake Breakfast, two museums open for viewing 7am-4pm each day. www.discoveraviationdays.org 651-653-2063 or lyleap@comcast.net
- 18* **OWOSSO (KRNP), MICH.** - Spring Fly-In BBQ Lunch 11am-3pm. 989-743-4519.
- 18* **BENTON HARBOR (BEH), MICH.** - Pancake Breakfast. 269-927-3194 x11.
- 18* **BRODHEAD (C37), WIS.** - Fly-In Breakfast 7-Noon. www.eaa431.org
- 21* **VERMILLION (VMR), S.D.** - Potluck Cookout 6pm.
- 24-25* **JANESVILLE, WIS.** - Southern Wisconsin AirFEST. www.swairfest.org info@swairfest.org 608-754-5405.
- 29* **TIPTON, IOWA** - Friends of '8C4' Fly-In & Open House. Lunch 9am-3pm.
- 30-6/1* **POPLAR GROVE (C77), ILL.** - Army Wings & Wheels. 10am-4pm. Re-enactment. Pancake Breakfast. 815-547-3115. www.ArmyWingsAndWheels.com

JUNE 2008

- 1* **AUDUBON, IOWA** - Flight Breakfast 6:30-10:30am. 712-563-3780.
- 1* **POPLAR GROVE (C77), ILL.** - Army Wings & Wheels. L-bird fly-in. 10am-4pm. 815-547-3115. www.ArmyWingsAndWheels.com
- 1* **HOUGHTON LAKE (HTL), MICH.** - Pancake Breakfast at Roscommon County Airport. 7am-Noon. 989-366-5349.
- 1* **WILD ROSE (W23), WIS.** - Pancake Breakfast 8 till gone & Pig Roast 11:30 till gone. 715-258-2037.
- 14* **BROOKFIELD, MO.** - Pancake Breakfast & Lunch at North Central Missouri Regional Airport 7am-?.
- 14* **OWOSSO (KRNP), MICH.** - Fly-In Pancake Breakfast. 989-743-4519.
- 14* **PULASKI (92C), WIS.** - Pulaski Community Fly-Fest 2008 at the Carter Airport. www.pulaskiairport.com
- 15* **BARABOO (DLL), WIS.** - Fly-In Breakfast 7am-1pm. 608-522-4450 / 393-9014.
- 15* **CANBY (CNB), MINN.** - Canby Airshow & Fly-In Waffle Breakfast 6am-2pm. 507-829-9608.
- 15* **HASTINGS (9D9), MICH.** - Pancake

Breakfast & Fly-In. 7am-Noon.
269-945-6306.

15-16* IOWA CITY (IOW), IOWA - American Barnstormers Tour. 319-356-5045.

17-18* AMES (AMW), IOWA - American Barnstormers Tour. 515-239-5279.

19-20* COUNCIL BLUFFS (CBF), IOWA - American Barnstormers Tour. 712-322-2287.

20-22* BENTON HARBOR (BEH), MICH. - WWII Aircraft On Display & Reenactments. 269-927-3194 x11. www.swmiairport.com

21-22* DAVENPORT, IOWA - Quad City Air Show. 563-285-7469. www.quadcityairshow.com

21* GAYLOR (GLR), MICH. - Gaylor Airfair 10am-5pm. 989-732-4218. www.gaylordairfair.com

22* GAYLOR (GLR), MICH. - Breakfast 8am-2pm. 989-732-4218. www.gaylordairfair.com

22* ROCK RAPIDS (RRQ), IOWA - Flight Breakfast 7a-9:30am. Part of Heritage Days Celebration. 712-472-2537.

29* CALEDONIA (CHU), MINN. - Fly-In Breakfast. 507-450-2095.

JULY 2008

5* PHILLIPS, Wis. - Float/Fly-In at Price

County Airport. Breakfast 8-11am at Harbor View on Long Lake. Aerobatic Plane Performance. 800-269-4505.

12* KANKAKEE (IKK), ILL. - Fly-In Pig Roast at Greater Kankakee Airport. 6am-9pm. 815-529-3000.

12* SUPERIOR (SVW), Wis. - Pancake Breakfast at Superior Bong Field 8-11am. 218-729-7764. www.EAA272.org

20* PRESTON (FKA), MINN. - Fillmore County Airport Fly-In Omelet Breakfast. 7:30am-12:30pm. 507-765-2582.

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

AUGUST 2008

7/28-8/3 OSHKOSH, Wis. - EAA AirVenture. www.airventure.org

8-10* STORM LAKE (SLB), IOWA - Fly Iowa 2008 Wings, Wheels and Water. 515-964-1398. www.flyiowa.org or contact **Chuck McDonald 515-964-1398.**

10* CHETEK (Y23), Wis. - Annual BBQ Charity Fly-In 10:30-3:30pm. Water Ski Show adjacent to fly-in. 715-456-8415.

20-24 MIMINISKA LODGE, ONTARIO - Midwest Flyer Canadian Fishing Fly-Out. For details

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SEPTEMBER 2008

6* SUPERIOR (SVW), Wis. - Pancake Breakfast at Superior Bong Field 8-11am. 218-729-7764. www.EAA272.org

13-14* EAU CLAIRE (EAU), Wis. - "2008 Chippewa Valley Airshow" at Chippewa Valley Regional Airport. Gates open at 8:30. Featuring Blue Angels & Golden Knights plus many others. 888-523-FUNN. www.chippewavalleyairshow.com

21* OWOSSO (RNP), MICH. - Fall Fly-In Pancake Breakfast. 989-743-4519.

27* HANOVER (64I), IND. - Wood, Fabric & Tailwheels Fly-In at Bottom Flying Field. 812-866-3211. www.LeeBottom.com

OCTOBER 2008

3-5* PEORIA (PIA), ILL. - Mooney Pilot Proficiency Program at Greater Peoria Regional Airport. 210-525-8008.

NOVEMBER 2008

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

Business As Usual During Fargo Jet Center Remodeling



FARGO, N.D. – Work has begun at Fargo Jet Center, Inc. (FJC) on a major remodeling project, although customers and travelers won't be inconvenienced. The passenger terminal, pilot's area and flight planning facility will be temporarily relocated to an adjacent terminal, just 300 feet west.

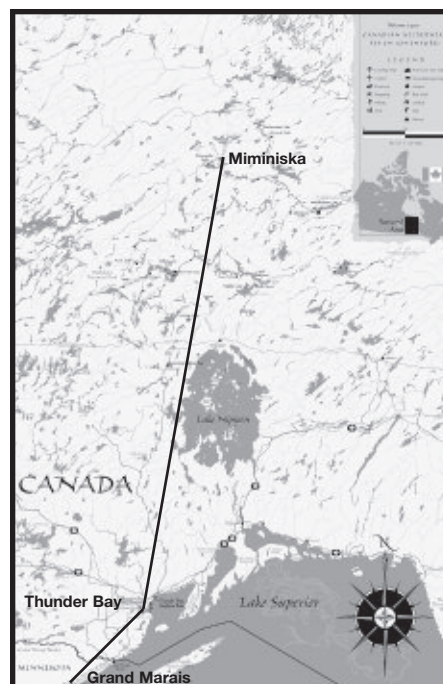
"We've spent many hours preparing for this renovation to ensure our customers are not inconvenienced," says Jim Sweeney, President, Fargo Jet Center. "Customers will receive the same outstanding service during construction they've grown accustomed to at Fargo Jet Center," adds Sweeney.

The remodeling project has been underway since fall of 2007 and includes upgrades and reconfiguration of the passenger and pilot facilities; and construction of new maintenance organization offices and technical work space in the maintenance hangar. Completion of all the renovation is projected for Spring of 2008.

"Our customers, pilots and crews will see tremendous improvements in the new terminal and pilot lounge/planning areas. In addition, our work efficiencies will increase significantly with the improvements in our new workspace, maintenance and administrative office areas. It will all help us better serve our customers by providing them a better experience," said Sweeney.

Fargo Jet Center's main facility was built in 1995 with additional hangars and office space added in 1998. Total occupied space exceeds 210,000 sq. ft.

Fargo, Jet Center, Inc. is one of the largest aviation service organizations in the Upper Midwest. Consistently ranked among the top FBOs in North America, FJC is a ChevronTexaco fuel dealer, an award-winning aircraft



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maintenance and avionics repair station, and aircraft dealer. FJC also operates a fleet of charter aircraft, a flight school, provides aircraft management services and opportunities for fractional aircraft ownership. □



ABOVE PHOTO: (L/R) Tomas J. Thomas, WAHF inductee; Rose Dorcey, WAHF president; and Gary Dikkers, WAHF member and award presenter. RIGHT PHOTO: (L/R) Roy Reabe, WAHF inductee; and Charles Swain, WAHF board member and presenter.

Photos by Dave Weiman



Wisconsin Inducts Its Hall of Famers

OSHKOSH, WIS. – Few states are as fortunate as Wisconsin to have the facilities it has to honor its aviation greats. On November 10, 2007, the Wisconsin Aviation Hall of Fame honored five individuals as they were inducted at ceremonies held in the warbird wing of the EAA AirVenture Museum in Oshkosh, Wis. Inducted were Edward Hedeon, Paul Collins, Carl Rindlisbacher, Roy Reabe, and Tomas J. Thomas.

Honored with “Pioneer Awards” for having made significant contributions prior to Charles Lindbergh’s flight from New York to Paris in 1927 were Edward Hedeon (1895-1968) of Sturtevant, Wis., and Paul Collins (1891-1971) of Stevens Point, Wis.

As manager of Air City, Edward Hedeon started one of the largest flight schools in Wisconsin. He also was the first corporate pilot for Johnson Wax, making highly publicized deliveries of Johnson products in a Taperwing Waco. As a floatplane pilot, Hedeon also helped Johnson establish the Racine Seaplane Base and regularly flew the Sikorsky amphibian that H.F. Johnson flew up the Amazon River in 1935. In the mid-1930s, he initiated one of the first publicly funded aviation mechanic training programs in Wisconsin at Racine Vocational School.

An air racer and stunt pilot on his own, Hedeon competed in aviation meets throughout the country. At an Air City air show marking the tenth anniversary of the end of World War I, he took his OX-5-powered Waco 10 aloft, and started to make barrel rolls until he established a record of 283 consecutive rolls. He left Air City in 1940 to pursue his career outside of Wisconsin.

Paul Collins made his first flight in a tethered balloon at the St. Louis World’s Fair in 1904. A graduate of the Central States Teachers College in Stevens Point, he enlisted in the Army Air Service in 1917, and became a flight instructor in Texas and France. After World War I, Collins flew for Curtiss Flying Service in Florida and New York. He was also a stunt pilot, and in the motion picture “Flying Pat,” he crashed his JN-4.

In 1921, he became an Air Mail Service pilot and flew the inaugural flight of the fabled transcontinental route from New York City. Collins left the Air Mail Service to become a pioneer in the development of passenger service, and in the 1920s and '30s, he helped found Transcontinental Air Transport, the first airline to carry passengers from coast to coast; Ludington Airlines, the nation’s first New York to Washington, D.C. commuter airline; and Northeast Airlines in New England. As president of Northeast Airlines during World War II, Collins established the ferry route for warplanes across the North Atlantic Ocean. When Collins retired in 1950, he devoted the rest of his life to preserving the history of the Air Mail Service of the 1920s.

Carl Rindlisbacher (1923-92) was born in Rice Lake, Wis., where he became the airport manager of Rice Lake Municipal Airport. He developed his passion for aviation and weather forecasting while serving as an observer with the Army Air Force in the Pacific during World War II.

A teacher by profession, Rindlisbacher assumed the duties of volunteer manager at Rice Lake’s Arrowhead Airport in 1957. In addition to doing all of the maintenance on the airport, he observed the weather, monitoring short-wave Weather Bureau broadcasts, preparing a countless

CONTINUED ON PAGE 52



Dan McDowell/MnDOT

Ray Rought and Janese Thatcher

NASAO Presents Awards To Top State Aviation Officials

SILVER SPRINGS, MD. – The National Association of State Aviation Officials (NASAO) recently presented its “Most Innovative State Award” to the Minnesota DOT Office of Aeronautics, and its “Kenneth A. Rowe Ambassador of Aviation Award” to former MnDOT Aeronautics Director, Ray Rought.

The Most Innovative State Award, established in 1984 to recognize unique and service-oriented state aviation programs, projects and activities was presented to the

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Minnesota Office of Aeronautics for its Aviation Safety Program. The program created by the aeronautics office in conjunction with the FAA Safety Team (FAASTeam) is a proactive program for reducing general aviation accidents and fatalities. The program attempts to prevent accidents from ever occurring by developing and providing educational seminars based on data about events that experienced aviation people have reported almost happening, likely to happen, or did happen. Janese Thatcher and Peter Buchen of the Minnesota Office of Aeronautics, accepted the award.

Following a video tribute, the

“Kenneth A. Rowe Ambassador of Aviation Award” was presented to Raymond Rought of the Minnesota Department of Transportation. Rought served as the Minnesota Aeronautics Director for more than 20 years. In addition to being a former NASAO chairman, Rought was also one of the founders of the NASAO Center for Aviation Research and Education.

The Kenneth A. Rowe Ambassador of Aviation Award, the highest honor NASAO members may confer upon their peers, is named for a former Virginia director of aviation. Rowe received the award upon his retirement in February 1994 and it is reserved for

those, “who embody Rowe’s spirit, optimism and fierce pride in the capabilities of state aviation agencies.” Other previous recipients are former Montana Aeronautics Division Administrator Michael D. Ferguson (1994); former Missouri Administrator of Aviation Lloyd B. Parr (1998); former Oregon Manager of Aviation Elizabeth K. Johnson (1999); and former Wisconsin Bureau of Aeronautics Director, Robert Kunkel (2000).

NASAO represents the state government aviation agencies which serve the public interest in all 50 states, Puerto Rico, and Guam (www.nasao.org). □

HALL OF FAME FROM PAGE 50

number of hand-drawn maps illustrating weather patterns, and then sharing the information with pilots.

Rindlisbacher persuaded the city to pave the runway, and make additional improvements at the airport, and later, lobbied for a new airport, which was built in 1995, 3 years after he passed away.

Roy Reabe was born in 1921 and he was 15 years old when he made his first flight in the front cockpit of a barnstormer’s two-seater near the family farm in Hartford, Wis. A few years later, he moved to Waukesha, Wis. for flight instruction, and by the time the U.S. entered World War II, he had his private, commercial and instructor pilot certificates. During the war, Reabe served as a primary military flight instructor, then entered the transport command, where he flew from one end of the continent to the other delivering B-25 and B-26 bombers, as well as fighter aircraft. He spent the final months of the war flying C-46 and C-47 cargo planes in India.

In 1946, Reabe returned home and established an airport in Waupun, Wis., where he operated a flying service and flight school for powered aircraft and gliders. A year later, he started his agricultural flying service, which grew to become the largest of its type in the state. He and his wife, Helen, raised a family of aviators,

with 10 children and grandchildren who became pilots.

A flight instructor for over 50 years, Roy Reabe’s students remember him as, “A stickler for perfection, a stickler for pilots.”

Tomas J. Thomas was born in 1942 in Madison, Wis., and began flying as a U.S. Air Force ROTC cadet at the University of Wisconsin-Madison in 1964. Commissioned a Second Lieutenant in 1966, he began a 28-year career in the Air Force and Air National Guard that included flying KC-135 and KC-97L tankers, and A-37 and A-10A fighters. He attained the rank of colonel and command pilot, in addition to his private and commercial pilot certificates, and instrument rating.

In 1973, Thomas began a 32-year career with the Wisconsin DOT Bureau of Aeronautics, where he was the chief of the aviation and management and education section, and in charge of aviation safety, aircraft registration, airport management, aviation education, tall tower permits, airport site approval, the automated weather observation system, navigation aids, airport master record, and state block grants. He was also the author of Wisconsin air travel and educational guides.

As an educator, Thomas led Wisconsin schools into the space age through the “Rockets for Schools”

program, and provided low income and minority students the opportunity to begin aviation careers through the ACE program.

Thomas says that his most memorable aviation achievement came in 1977, when he was the copilot of a Boeing 377 Stratocruiser that landed on a short uphill runway at the Don Q Inn in Dodgeville, Wis. Another memorable experience was flying to Europe in an A-10 fighter and during air-to-air refueling, the intake valve on his aircraft malfunctioned and fuel had to be forced into the intake so he could complete the flight. In another incident, Thomas made a belly landing when the landing gear on his A-37 jet failed.

Now retired from state and military service, Thomas continues to introduce young people to aviation as a flight instructor and EAA Young Eagles pilot. Beginning in 2008, he is serving on the board of directors of the Wisconsin Aviation Hall of Fame.

Also serving on the board of directors is Rose Dorcey of Oshkosh, Michael Goc of Friendship, John Dorcey of Oshkosh, Duane Esse of Waunakee, Charles Swain of Beaver Dam, LaFonda Kinnaman of Hales Corners, Bill Reese of Minocqua, Keith Glasshof of Eau Claire, and Charles Marotske of Milwaukee. For additional information, refer to www.aviationhalloffamewisconsin.com. □

AVIONICS FROM PAGE 33

Throughout our interview, Riese repeatedly praised his staff for the success of the Wisconsin Aviation avionics department.

"As a manager, I need good people to fix and install equipment, and we have them at Wisconsin Aviation," said Riese. "Our staff has the experience and longevity, and we have very little turnover."

Ryan Walsh is Wisconsin Aviation's "service manager." He is a 1999 graduate of Fox Valley Technical College in Oshkosh, Wis., and a private pilot. Walsh joined Wisconsin Aviation in 1999, and was promoted to avionics service manager in 2004.

Jim Jordan is the company's senior installer, Eric Rosenbrook is a technician, and Christeen Donohue is the administrative assistant.

Jim Jordan was installing some new equipment on a Cessna Citation when I stopped by. He has been with Wisconsin Aviation for 7 years.

Prior to joining Wisconsin Aviation, Jordan worked for a large fixed base operator in the Twin Cities in the 1970s, another avionics facility in Wisconsin from 1995-98, and Sun Country Airlines in Minneapolis in 1999. He received his Airframe & Powerplant (A&P) Certificate at Blackhawk Technical Institute in 1995, and his Inspection Authorization (IA) Certificate in 2003. He is originally from Litchfield, Minnesota. In his free time, Jordan is restoring a 1946 Aeronca Chief.

Avionics technician, Eric Rosenbrook, joined Wisconsin Aviation in May 2006. He spent 9 years in the Marines as a Naval Aviation parachute rigger on Hueys and Cobra helicopters, and later as an aircraft electrician working on F/A-18C Hornets. He was deployed to the Gulf in 2005 with VMFA 232 aboard the USS Nimitz. Rosenbrook is a private pilot.

As the administrative assistant, Christeen Donohue assists Riese in completing all of the FAA paperwork

associated with repairs and new installations, and invoices customers. Prior to joining the staff at Wisconsin Aviation, Donohue worked for a large fixed operator in the Milwaukee area right out of high school, and later at another avionics facility until 2001. Originally from Menomonee Falls, Wis., she moved to Madison in 2004.

Advances In Avionics Technology

When Riese first got into the avionics business in 1991, he was spending a lot of time overhauling parts. Today, with more and more computerization (i.e. glass panels), a lack of available parts for old avionics, and increased labor costs, Riese finds himself and his staff replacing more old equipment with new equipment, and when repairs of complex modern equipment are needed, it generally gets shipped back to the manufacturer.

But regardless of the repairs needed, Riese and his staff must first bench check the equipment, then determine if it can be repaired onsite or needs to go back to the factory.

While visiting the avionics department at Wisconsin Aviation, Riese handed me an old directional gyro

(DG) that weighed 7 lbs., then showed me a new Sandel solid state DG that weighed only 2 lbs. "For about \$4,000.00, we can sell the owner a new and improved and much lighter gyro with no moving parts," said Riese. Part of Riese's job as manager is to educate and counsel customers on their options, so they can make an informed decision.

"Deciding at what point to upgrade existing equipment, or entirely replace a panel, is becoming a more common issue as owners realize the advantages of modern avionics, and the short or long-range cost savings," said Riese. An upgrade may be as simple as installing a new Garmin 430 or 530, or as complex as installing a complete radio stack, glass panel, new auto pilot, and all of the wiring that goes with it.

Garmin has definitely raised the bar for all avionics manufacturers, and Riese feels that this manufacturer gives owners the biggest bang for their buck!

"Garmin has the best price, the best technology, and great customer and dealer support," said Riese. "Honeywell is big, but has been slow coming out with new products like

CONTINUED ON PAGE 59

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LIGHT SPORT AIRCRAFT



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

by Ed Leineweber

In the December 2007/January 2008 issue of *Midwest Flyer Magazine*, we ventured out into the hinterland to St. Charles, Missouri, to see how Sport Pilot-Light Sport Aircraft is doing away from all of the hype and ballyhooing of places like



Ed Leineweber



Dennis Bampton

Oshkosh, Lakeland and Sebring. We met and interviewed Dennis Bampton, owner and operator of St. Charles Flying Service (SCFS), learned of his successes and challenges, and got his perspective on the movement. Since 1974 when Bampton and his brother bought the fixed base operation, the company has grown to 31 flight instructors, including five full time, six airframe and powerplant technicians, and 11 char-

ter pilots flying eight aircraft in the Part 135 operation.

Bampton is quick to point out that he is not in business because he is in love with airplanes. Rather, he is in business to make a profit!

Covered in Part I was a description of the Light Sport Aircraft SCFS own and operate: two Evektor "SportStar" aircraft, which they have generally been satisfied with.

Also covered were Bampton's views on the "Sport Pilot Certificate." SCFS has had 36 pilots earn the certificate and Bampton feels that it is more appealing to older people with time and money and who are more likely to develop health conditions down the road which would disqualify them from flying under a Private Pilot Certificate which requires an FAA Medical Examination. Bampton also discussed the decision-making process of what pilot certificate someone should go for based on projected use and career plans.

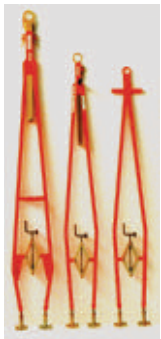
In Part II, we will discuss with Bampton the concern that Light Sport Aircraft could detract from other aircraft rental activities, and the availability of insurance.

LSAs Do Not Detract From Other Aircraft Rental Activities

Bampton has opinions based on his two years of SP-LSA experience concerning another question debated among industry watchers: to what extent does the presence of LSA on the flight line draw business away from other rental aircraft such as the usual Cessna and Piper offerings? Bampton's answer is, "Very little, if at all." The LSA revenue is significant new money to the FBO.

The SCFS aircraft fly about 12,000

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hours per year. Over the last two years, the two Evektor LSAs have flown about 2,300 hours, or about 20% of the total. Since the evidence is that SP students do not want to be Private Pilots, and that students aspiring to higher certificates do not start with SP, then it must follow that the LSAs, which rent at similar rates to other trainers but are the only category of aircraft in which the Sport Pilot students can solo, test and later rent, are not being flown by Private Pilot students rather than other aircraft on the line, but by SP students and certificated Sport Pilots almost exclusively. It appears therefore that the SP-LSA initiative has created a new market for flight training and aircraft rental at SCFS.

Here's another encouraging fact: According to Bampton, four (4) of his newly-minted Sport Pilots have purchased aircraft and base them at St. Charles Municipal Airport. That brings additional fuel sales, maintenance and recurrent training opportunities.

Availability of Insurance Is A Big Factor

Turning to the area of insurance, Bampton stressed that this is "Big, very big! If you are hoping to start a SP flight training center," Bampton reports, "insurance companies will just hammer you." For many who do not have the history, experience and business volume of an operation like SCFS, coverage will be unaffordable, if available at all.

On the other hand, Bampton reports that insurance for individual owners of LSAs has not been a problem. "It can be expensive," he notes, "but that is due to the premium for the hull coverage. A new \$100,000 LSA will not generate a premium much higher than a \$100,000 Cessna 152, if there were such a thing," he states.

SCFS Is In SP-LSA To Stay

Bampton feels that the SP-LSA initiative will be successful and is good for aviation. His CFIs have embraced it without a problem, and he has seen the local FAA officials come to know and understand the new rules after a somewhat slow start.

Following my discussion with Bampton, he showed me around the flight line, where one of the SportStars was sitting waiting for the day's flight training to begin. Noting the condition of the buildings and the runway and taxiway, he pointed out that the airport was privately owned but open to the public, and that he leased the facilities from the owner. The airport is in the path of development and the land on which it sits is up for sale.

Although the state and federal aviation grant making authorities would love to invest in improvements to St. Charles Municipal Airport, the owner is not interested in making the necessary grant assurances. Bampton has secured new quarters on a nearby publicly owned air-

port, and will move his business there if the time comes that his present location is sold. In the meantime, he must make do with what he has to work with, and does the best he can to keep things up. The airport facilities do appear to be adequate and safe, and do not seem to be much of a deterrent to one heck of a lot of general aviation activity, situated as they are in the heart of the St. Louis metro area.

Dennis Bampton was kind enough to have one of his CFIs, Dale Herzberg, take me for a short demo flight in the SportStar. It was a blast, but that's the topic of another article.

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

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WHY NOT FROM P. 28

fly was as stimulating as watching boats float, if you asked me. I wanted action. On these outings to the flight-line, I would run barefoot with my brothers along side the dusty chain link fences, our skinny arms outstretched, making engine sounds with fluttering lips, relishing the sunshine and the motion and not too concerned that we never left the ground.

Amazing Places

But the places the big airplanes flew! Dad had the most unbelievable tales to share when he returned from his flights. His military green one-piece flight suit had probably a hundred little zippered pockets. After a trip, he'd pull a box of raisins from one pocket, a chocolate bar from another, a bag of candy from yet another, and we'd gather excitedly around him for these treats and to hear his stories. His airplane brought him to the strangest lands with the most exotic people. They wore peculiar clothes, had mysterious rituals, ate bizarre food, and even had their own strange way of talking that no one else could understand. I wanted to see these fabulous places. My roller skates, bicycle, nor even my parents' car had ever taken me to places so fantastically different from home. My imagination was sparked. How do you get there? I was convinced there must be something magical about airplanes.

I carried this awe of airplanes through my teenage years. How far would I have to go to see the wonders that dad had seen? If I could ride my 10-speed bicycle for a month, never stopping to rest, could I reach places like he described? As I pedaled to every corner of the airbase and neighboring towns, I would think about flying. I wondered how the land would look from above. With the wind in my hair, I wondered why the road curved and bent. I wanted to fly in a straight line from my house to my friends', rather than be confined to streets and paths with unreasonable turns.

In a military environment in the 1960s, though, women didn't fly. Flying was reserved for special men with square

jaws and broad shoulders. I accepted this as a universal truth and never questioned it. Until a simple question was posed to me some 20 years later.

Life Changes

In my late 30s, my life took an unexpected turn. I was living a pretty predictable life in sunny California. One day my husband announced that we were moving to Minnesota—he'd accepted a job transfer. I was excited. We'd be living in a new land! I was also faced with the opportunity to re-evaluate my banking career. Did I really like the work I did, or was it only familiar? I finally decided that this was a chance to explore other jobs. I had no clue where that decision would lead me, but it turned out to be a very good place.

After settling into our new, frozen lifestyle a month later, I got serious about finding a job, and I got lucky. I stumbled upon an office position with a flight department at a major airport. I had finally found an environment that was ideal for me. I would have a desk at a corporate hangar, working around airplanes and square-jawed men in uniforms all day, every day. It was like wrapping a soft, warm cloak over my shoulders to step into the world of aviation again. I was once more surrounded by the wonderfully familiar smell of jet fuel and the deep rumbling of jet engines.

The Question

Shortly after I started my new job, my husband asked, "Hon, would you talk to the guys at work about flying lessons? I want to know how to get my pilot's license."

Unknown to me, he'd always wanted to fly, but didn't know where to begin. What would it take to learn how? The guys at work had to learn somewhere, somehow, and maybe they could offer him some advice.

I asked one of the guys in the office how someone would learn to fly. He replied, "Why? Are you thinking of getting your pilot's license?" I sputtered, "No, no, it's for my husband," but I walked away thinking, "Why not?" I was a grown up now and no longer believed flying airplanes was magic. Mere mortals could do it; I'd seen them. But could I? I became intrigued with the possibility. I brought these thoughts home and talked to my husband. He asked the same question as I did, "Why not?"

We drove to our local airport that weekend (who knew it was even there?) and talked to instructors at the flight school. We learned how their program worked, how much time it would take and how much it would cost. Learning to fly would require commitment, but it seemed that a motivated, reasonably intelligent person could do it and it was surprisingly within our budget. No super-human requirements, at all. We concluded there was no good reason I shouldn't learn to fly, so we began lessons together a few weeks later.

Off The Ground

My first lesson was incredible. My instructor was a young woman and it felt pretty edgy: two chicks in a plane.



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What would my dad and his Air Force buddies think? After a brief overview of the working parts of a plane, we flew around the local area while she explained the technical aspects of flight. We climbed and turned to fly over my house. I was surprised that I couldn't identify any of the streets in my town. I thought I knew them well from driving, but I guess I'd never visualized their angles and turns. We spent nearly an hour in the air and I was almost overwhelmed by the experience. So much to see and do! There is nothing like being a thousand feet above the ground in a small aircraft that you are controlling. It was a positively exhilarating, life-changing experience. I was addicted.

I studied and practiced for my Private Pilot tests. Sometimes I wondered how I could possibly absorb it all: understanding the mechanics of an airplane and the science of flight, how to navigate, how to interpret gauges and instruments, etc. I mean, I didn't even know the basics of how my car's engine worked. How could someone who had trouble using her cell phone, learn all this?

Really Flying

It was worth every effort, though. I earned my Private Pilot wings six months later. I learned how to do something that others only dream about. I could fly. Accomplishing this feat opened a new door for me and expanded my world in ways I couldn't have imagined. On top of being able to operate a vehicle on three axes, I gained a surprisingly new confidence in facing challenges.

I now own an airplane and take trips with my husband from Minnesota to far away lands like Nebraska or West Virginia. We fly in the summer and see boats going around and around on the lakes. We fly in the fall and marvel at the colorful hardwood landscape spread out below. We fly in the winter and wonder how life can possibly be sustained in such a vast, solidly frozen state.

Flying an airplane, I've learned, is different than being an airplane. It's nothing like running barefoot across the soft green grass with your arms outstretched. There's no wind in your hair and you really can't even spread your elbows out. It's mentally and sometimes physically demanding. But the view from above is far more awesome than I imagined. Wandering through a sky gently scattered with puffy white clouds is incredibly relaxing and stimulating at the same time. Learning to do something as wondrous as flying has given me the confidence to stretch myself, to reach out, to question, "Why not?"

Hey Girlfriend!

Did you read this story because your boyfriend/husband subscribes to this mag? Think about it. Why should he have all the fun? It really doesn't take magical skills or supreme intelligence to fly. Regardless of what you may have come to believe, you can do it. Learning to fly is an experience that will reward you in more ways than you'd expect.

In addition to operating a plane, you'll learn other interesting things along the way, such as:

- Working knowledge of weather, wind and thunderstorms – cool stuff, honest.
- Aerodynamics – how a plane gets in the air and stays there, and why the engine isn't as critical as you thought.
- Situational awareness – always knowing where you are. This, from a girl who according to her husband, could get lost in her own living room, was quite a surprise.
- Engine functions. Who knew you'd care about compression strokes? It's fascinating. Really.
- Flying skills. Yes, best of all, you learn how to operate a vehicle in three dimensions: upward, forward and sideways. Much more fun than any car.
- GO! Go to interesting places in half the time it takes to drive on the road, and have fun doing it.

It's not printed in any brochures, but I'll tell you a secret. You'll gain a new self-confidence that will save you tons of money on your analyst's couch.

You go, girl. And take a friend with you.

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. They own a 1959 Piper Tri-Pacer. □

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UND Orders New D-Jet



GRAND FORKS, ND – The University of North Dakota (UND)

Aerospace Foundation has ordered a Diamond Aircraft D-Jet to prepare stu-

dents for the emerging Very Light Jet and Personal Jet market. “(The D-Jet is an ideal transition aircraft into the regional airlines when used in conjunction with our level six CRJ 200 Flight Training Device,” said Dr. Bruce Smith, Dean of UND’s Odegard School. For more information about Diamond Aircraft, contact David Clark at ASI Jet Center at 952-941-6255 (www.diamondaircraft.com). □

Short Wing Piper Club Education Foundation Awards Four Scholarships

WEBSTER, MINN. – The Short Wing Piper Club Education Foundation has selected four outstanding young people as the recipients of the 2007 Short Wing Piper Club Education Foundation Scholarships. Established in 1990 by members of the Short Wing Piper Club (SWPC), the SWPC Education Foundation Scholarships have been presented annually since 1996 to students pursuing aviation-related careers. To date, the SWPC Education Foundation has awarded \$43,000 in scholarships to 19 students. This year’s recipients each received \$1,500 towards their educational goals.

This year’s recipients are Max

Kahlhamer, Josh Stacey, Michael Gonzales, and Alex Minium.

Max Kahlhamer of Pierz, Minn., is a third-time recipient of the SWPC Education Foundation Scholarship. A junior at the University of North Dakota, Grand Forks, Max is working towards his bachelor of science degree in commercial aviation. He’s well along in his flight training and is working towards his commercial, instrument, multi-engine and CFI Pilot Certificate.

Josh Stacey of Hutchinson, Kansas, is currently a sophomore at Kansas State University in Salina. He is seeking a career as a professional pilot. Josh has his private pilot certificate and instrument rating, soloed a glider at age 14, and is currently working on his Commercial Pilot Certificate and CFI ratings.

Michael Gonzales hails from Camas, Washington, and is a junior in Central Washington University’s Flight Officer Specialization program. Michael has his newly-minted Private Pilot Certificate and will continue his flight training while he completes his college education at CWU.

Alex Minium is from Montoursville, Penn., and is a freshman in LeTourneau University’s Aeronautical Science program. Alex is working on his instrument rating and plans to become a missionary pilot.

Cliff VanVleet, president of the SWPC, says “we’re really proud of these energetic, bright young people and are pleased to help them as they pursue their career goals in aviation.”

Applicants for this merit-based scholarship should be seniors in high school or high school graduates who are enrolled in an aviation-related course of post-secondary study. Applicants need not be members of the Short Wing Piper Club, but must be sponsored by a SWPC member. More information about the scholarship can be found at: www.shortwing.org or by contacting SWPC Education Foundation Director, Myrna CG Mibus, at myrnacg@integra.net or 952-652-9391.

The Short Wing Piper Club is a group of aviation enthusiasts who own, fly, or simply admire five of Mr. Piper’s best aircraft, the Clipper, Vagabond, Pacer, Tri-Pacer, and Colt, built between 1948 and 1963. The club numbers nearly 3,000 members in 20 countries and provides information, help and support for the operation, maintenance and use of Short Wing Piper aircraft. □

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AVIONICS FROM PAGE 53

Garmin, and Avidyne, which specializes in multi-functional displays (MFDs) and primary flight displays (PFDs).” Mooney, Cessna and Columbia (now Cessna Columbia), all have Garmins including the new G1000 primary flight display, while Piper and Cirrus use Garmin radios in combination with Avidyne MFDs and PFDs.

Riese explains that a MFD includes a large monitor with weather, charts and checklist capability. PFDs display all primary instruments including an electric Attitude Heading Reference System (AHRS), air data, and an airspeed indicator.

And while Garmin may have started in aviation, the company has rapidly expanded to the automotive and marine industries as well, making it even stronger.

And whether you have a 10-year-old Garmin 430 or 530, or a unit right off the shelf, Garmin owners today want WAAS (Wide Area Augmentation System) for lateral-precision with vertical guidance approaches at airports with or without Instrument Landing Systems (ILS). “Garmin has made WAAS affordable for everyone, whether you have an old radio and upgrade, or buy a new radio with WAAS already installed,” said Riese.

“WAAS equipped Garmins are a big engineering change in the unit,” said Riese. “The complexity of the redesign took time to get to the market, but it includes features that allow for XM weather to display more weather than ever before when combined with a Garmin GL69 weather box.”

Riese may feel as if he has mastered the trade, but said that every day is a learning day because the industry and technology continues to change.

When a new piece of equipment is introduced, the staff at Wisconsin Aviation has to go through a very large installation manual to do surface-level engineering in order to quote a customer an installation price based on existing equipment.

“Sometimes it can be harder to take one box and retrofit it to an existing panel, compared with doing a complete replacement,” said Riese.

What's on the horizon for future avionics?

Riese says that the Garmin G1000 PFD was designed for aircraft manufacturers as an integrated glass panel system for new aircraft, while the G600 is being designed as a retrofit. The G600 is expected to retail for \$30,000.00. The King Air C90 is the only aircraft type certified for a G1000 retrofit.

“All of the projects we get are interesting, and challenging,” said Riese. “We have a high degree of customer satisfaction because we give customers what they want, and when they don’t know what they need, we make recommendations.”

Riese continued: “An aircraft owner isn’t afraid to spend money on the newest and greatest technology if it will improve safety, navigation and aircraft operation.”

Later this spring, Wisconsin Aviation will be breaking ground for a new avionics facility, which will be attached to the company’s existing maintenance facility.

For additional information about avionics sales and service at Wisconsin Aviation, contact Brian Riese at 800-594-5359 or brian.riese@wisconsinaviation.com (www.wisconsinaviation.com). □

Planes of Fame Founder, Robert Pond, Dies

PALM SPRINGS, CALIF. – Robert J. Pond, 83, the Minneapolis industrialist whose collection of World War II airplanes were once on display at his Planes of Fame East Museum at Flying Cloud Airport in Eden Prairie, Minnesota, died December 14 of a cranial hemorrhage in Palm Springs, Calif. A Navy pilot during World War II, Pond never gave up his love for airplanes.

The family firm, Advance Machine Co., made floor grinders and polishers used on marble floors, and commer-

cial and industrial floor-cleaning machines. By 1961, Pond was leading the firm founded by his father in the early 1900s, which Pond later built into a \$100 million company. When he sold it in 1989, Pond had nearly 800 employees, manufacturing facilities in the United States and overseas, and sales offices worldwide.

A turning point for the company was in 1950, when Pond convinced his father to buy their first company airplane. He began collecting World War II airplanes in the early 1970s. He moved his entire collection to his museum in Palm Springs, Calif., in the mid-1990s. □

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Jack Elliott's "Adventures In Flying!"

A*dventures in Flying* by Jack Elliott is a highly unconventional aviation book, because it was written by a highly unconventional pilot and aviation reporter. It focuses on unusual, and sometimes almost unbelievable, human-interest stories based on Elliott's 44-year career in aviation and reporting. These tales will intrigue non-aviation-oriented people, as much as pilots.



Jack Elliott

The book is unconventional in other ways. A majority of aviation books are about airplanes. Yes, *Adventures in Flying* includes fascinating stories about incredible adventures in gliders, ultralights, balloons, seaplanes, helicopters, and blimps, as well as powered aircraft, but it's more than about airplanes; it is about the people that flew them, what they accomplished, and the reasons they did what they did. Many of the people became famous because of their feats, or were celebrities that flew, but many others are lesser-known souls. But they all have stories to share.

Included in the 500 pages, and illustrated with 120 photographs, is aviation history, stories of some of aviation's greatest heroes, including Lindbergh, Earhart, and the author's personal hero, Doolittle, and some more modern-day heroes, such as test pilots Bob Hoover and Chuck Yeager; inventor Burt Rutan; 1980 World Aerobatic Champion and air show performer, Leo Loudenslager; and flamboyant publisher and balloonist, Malcolm Forbes.

There are some untold stories, including one which reveals a little known fact about the fate of legendary football coach, Knute Rockne, which the teller of the tale believed had never been published. There are also tales of breathtaking suspense, heartwarming emotion, nostalgia, and humor.

There is, for example, an account of an 18,000-mile flight from New

Jersey to Ushuaia, the southernmost city in Argentina, in a two-place aircraft, which the pilot built himself. Over the jungles of Brazil on his return trip, he ran into the worst weather the area had experienced in many years. His aircraft became coated with ice. He couldn't hold his

assigned altitude. He lost communications with air traffic controllers. His engine began missing. He described himself as going through hell. He flew through those conditions for two-and-a-half hours and arrived at his destination safely. Incredibly, he repeated the flight two years later.

Another story tells how a tractor-trailer driver dreamed of becoming a corporate jet pilot and did so against almost unimaginable odds.

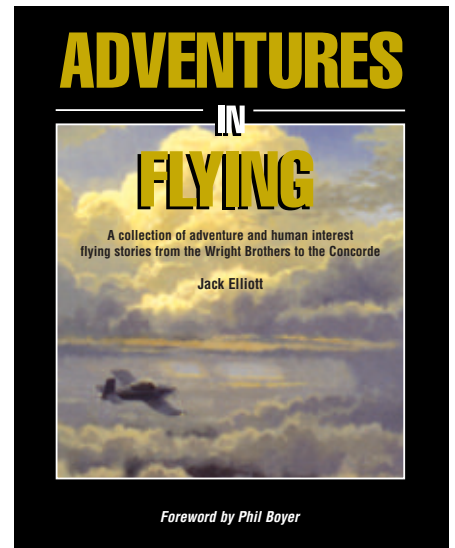
The book transcends the world of flying. There are tales, which recount extraordinary determination and compassion, amazing displays of courage, imagination, and humor. There are examples of achieving the impossible dream, overcoming severe physical handicaps, and building a multimillion-dollar worldwide business from scratch, which started with an investment of \$1,000 in a used airplane.

Among the chapters in this book is one on Mercy Flights, in which volunteer pilots provide free transportation for transplant patients and other people too ill to travel on public transportation. In some cases these flights saved lives.

There is a chapter entitled "Blacks in Aviation," including firsthand accounts by Tuskegee Airmen; and another on achievements of "Women in Aviation;" and another on "Handicapped Pilots."

There has never been a book quite like "Adventures in Flying," although it has been compared to Ernest K. Gann's best selling, "Fate is the Hunter."

"Jack Elliott has compiled a logbook of aviation experiences. But it is



a logbook unlike any other. It is in many ways a gift to those of us who love general aviation and to those who want to know more about its joys, challenges and rewards." Phil Boyer

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"As a pilot, aircraft owner, and newspaper columnist, Jack Elliott has both defended and promoted general aviation with entertaining and informative stories in a way that anyone can enjoy and understand. 'Adventures in Flying' is the best, about the best, by the best!"

Dave Weiman

Midwest Flyer Magazine

ABOUT THE AUTHOR: Jack Elliott is a noted aviation columnist and was one of few aviation reporters with the Star-Ledger in New Jersey. He is the recipient of numerous awards for his writing and leadership, including AOPA's prestigious "President's Award," and "Max Karant Lifetime Achievement Award," as well as three awards from the National Business Aviation Association (NBAA), an award from the National Air Transportation Association (NATA), and the Mid Atlantic Pilots Association Lifetime Achievement Award. Elliott is also in the New Jersey Aviation Hall of Fame, and a veteran of World War II.

Signed copies of "Adventures in Flying" are available for \$29.95, plus shipping and handling. Ordering instructions can be found on the website www.adventuresinflying.net, or from Amazon.com. □

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