

MIDWEST FLYER

MAGAZINE

FEBRUARY/MARCH 2009



Published For & By The Midwest Aviation Community Since 1978

midwestflyer.com



J.A. Aero Aircraft Sales
630-584-3200



Cessna Sales Team
Authorized Representative for:
IL, WI & Upper MI
Caravan Sales for:
IL, WI & MO



- Largest Full-Service Cessna Dealer in Midwest
- See the Entire Cessna Propeller Line - From SkyCatcher Thru Caravan
- Delivery Positions on New Cessna 350 & 400!



Scott Fank - Email: scott@jaaero.com
Dave Kay - Email: dave@jaaero.com

Aurora Airport (ARR)
43W730 U.S. Rt 30 • Sugar Grove, IL 60554

Visit Us Online at

www.jaaero.com

(630) 549-2100
(630) 466-4374 Fax

Looking for the Best Service, Facilities and Location in Chicago?



J.A. Air Center

**NOW
OPEN!**



We've Got You Covered!

Direct Highway Access to Chicago (Zero Stoplights to Downtown!)

- Award-Winning Avionics
- Aircraft Sales & Acquisition
- FBO Services
- Maintenance
- Office/Hangar Rentals
- Aircraft Detailing
- Charter

Toll Free **(877) 905-2247**

Local **(630) 549-2100**

Unicom **122.95**

www.jaair.com

Chicago / Aurora ARR



HONDAJET MIDWEST



THE JET. REDEFINED.

ENGINEERED FOR PERFORMANCE. DESIGNED FOR DESIRE.
BUILT FOR PERFECTION. EXPERIENCE HONDAJET.

INTERNATIONAL AIRPORT, DES MOINES, IOWA 50321
877.686.0028 • HONDAJETMIDWEST.COM

Dialogue Out of the Doom & Gloom Came An Airplane!

by Dave Weiman

Ever since the events of 9-11, the national news has been filled with a lot of negative stuff: war, growing deficit, unemployment, stock market losses, and white-collar crime. But out of the doom and gloom came an airplane!

It's pretty hard for my colleagues to find fought in an airplane which made an emergency landing on the Hudson River in New York City, in which all 155 people survived. The emergency landing January 15 by U.S. Air pilots Chesley B. "Sully" Sullenberger (Captain) and Jeffrey Skiles (First Officer) was just the good news we were all looking for.

A flock of geese unknowingly got in the way of their Airbus 320 (N106US, Flight 1549) and knocked out both engines within minutes after departing LaGuardia with Skiles at the controls. As quick as Skiles saw the birds and Sullenberger looked up, it was too late. The engines had ingested the birds and shut down reportedly at an altitude of just 3,000 feet.

Sullenberger immediately took over the controls and made a series of command decisions. Landing at LaGuardia and Teterboro airports were not options. This bird was dropping like a rock and



as any pilot knows, depending on your altitude, you try to find the closest ditching spot you can – preferably directly below your aircraft so there's no question that you will be able to make the field. All the while Skiles tried in vain to restart the engines and went through the emergency landing procedures checklist.

This is when Sullenberger's skill as a glider pilot, and his discipline as a former U.S. Air Force pilot, paid big dividends. He set up a glide, heading right for the Hudson River, passing over the George Washington Bridge and then gently touching down with a slightly pitch high attitude. Sullenberger picked a spot near Manhattan's commuter ferry terminals, and rescuers arrived within minutes. From the time the engines shut down until touchdown on the Hudson was 3.5 minutes, according to the National Transportation Safety Board. There was one impact, no bounce, and then a gradual deceleration. Sullenberger told passengers to brace themselves, and as soon as the plane came to a stop he gave a one-word command: "Evacuate!"

Sullenberger is from Danville, California, but Skiles turned out to be a neighbor of mine in Oregon, Wisconsin. If I have met Jeff, I do not recall, but he was apparently a flight instructor at Frickelton Aviation in nearby Madison, Wisconsin in the 1980s, and may have rented a hangar I built at the Brooklyn, Wisconsin airport in the 1990s where he parked his Cessna 120.

We hope to have more to share with you in the next issue. But for now, let's all relish over the fact that an airplane gave everyone on this planet some good news for a change. □

VOL. 31, NO. 2

CONTENTS

ISSN:0194-5068

ON THE COVER: The Experimental Aircraft Association (EAA) Young Eagles program "Glaster" on skis at Pioneer Airport, Oshkosh, Wis.
EAA Photo by Jim Koepnick

COLUMNS

AOPA Great Lakes Regional Report - by Bill Blake	24
Aviation Law - by Greg Reigel	19
Dialogue - by Dave Weiman	4
Guest Editorial - by Craig Fuller	26
High On Health - by Dr. John Beasley, MD	56
Instrument Flight - by Field Morey	18
Minnesota Aeronautics Bulletin - by Gary Workman & Dan McDowell	32
Sport Pilot - Light Sport Aircraft - by Ed Leineweber	26
Wisconsin Aeronautics Report - by Jeffery Taylor	36

HEADLINES

GA Pilot Brings Unique Qualifications In Business & Government To AOPA's Top Post	5
Kansas Senator Pat Roberts Receives Hartranft Award	12
Canada To Impose New ELT Requirements... But Grace Period Goes Into Effect	22
AAA Seeks To Revitalize Organization	23
PiperJet Stops In Des Moines On Nationwide Tour	55

FEATURES

FBO Sees Industry's Greatest Challenges As New Opportunities - by Dave Weiman	28
Milwaukee's Cessna Citation Service Center... Working Around The Clock, 7 Days A Week! - by Dave Weiman	40
What's UP With St. Louis DOWNTOWN Airport? - by Jim Bildilli	42
Midcoast Aviation -- Reducing America's Trade Deficit - by Jim Bildilli	43
Is There Really A Market For Sport Pilot Flight Training? - by Ed Leineweber	50
Four Young Eagles In A Four-Place Plane? Almost Doesn't Sound Legal, But It Was - by Geoff Sobering	54



SECTIONS

Aircraft & Technology	48
Aircraft Insurance	22
Airports	42
Air Shows & Fly-Ins	47
AOPA Expo	5
Aviation Regulations	22
Awards & Recognition	45
Books	17
Calendar	49
Classifieds	60
Flight Training	57
Government Relations	27
Industry News	47
Let's Fly & Dine	44
Minnesota Aviation Industry News	28
Museums	23
People In The News	35
Scholarships	38
WATA Difference	40

GA Pilot Brings Unique Qualifications In Business & Government To AOPA's Top Post!

AOPA members honored Phil Boyer for a job well done at his last Expo as president, and learned more about the man who would take his place.

by Dave Weiman

SAN JOSE, CALIF. – The 2008 AOPA Expo held November 6-8 at the convention center in San Jose, California, was an opportunity to thank retiring AOPA President Phil Boyer for the stellar job he has done over the past 18 years, and to meet incoming president, Craig Fuller.

Phil Boyer is no easy act to follow. His "Pilot Town Meetings" were always popular... He placed a heavy emphasis on the power of the press and the importance of mass communications... He reached out to both national and regional aviation publications for assistance in building AOPA membership, and managed to increase membership by 40 percent... He wasn't afraid of taking on Washington hardliners.... He rallied the support of other aviation organizations on issues such as "NextGen," and "user fees" during three FAA re-authorizations... He fought Mayor Richard Daley when Daley destroyed Chicago Meigs Field, and made sure the FAA sent Daley the bill for breaking airport development grant assurance agreements... He created AOPA's "Airport Watch" program in a proactive effort to head off potential TSA security mandates on general aviation, which continue to loom overhead... He orchestrated regulatory and legislative backing for civil aviation use of GPS satellite navigation and helped convince the FAA to fund the development of WAAS instrument approaches, while giving aircraft owners time to upgrade... He led consumer support for aviation product liability reform... He facilitated the return of general aviation to the skies following the events of 9-11.... He increased membership benefits and association revenue, while holding dues at \$39 a year, through non-dues revenue programs.... And he befriended every FAA Administrator that held the position during his tenure, and made sure they understood the needs



(L/R) Retiring AOPA President Phil Boyer with incoming AOPA President Craig Fuller.

and importance of general aviation.

While there is only one Phil Boyer, the AOPA Board of Trustees hired a "Top Gun" in Washington circles to succeed him as president.

When Boyer introduced incoming president Craig Fuller before a crowd of hundreds of AOPA members gathered for Boyer's final general session the last day of Expo, Saturday, November 8, Fuller acknowledged Boyer's contributions and spoke with confidence and knowledge of general aviation as a pilot and aircraft owner, and with a sincere desire to represent members. Fuller came across as a very down-to-

earth fellow pilot and an experienced administrator, having served as assistant to the president for cabinet affairs in the Reagan White House, and Chief of Staff under former Vice President George H.W. Bush. Later Fuller worked with international public affairs organizations in Washington, and Philip Morris Companies, Inc. in New York. He became president and CEO of the National Association of Chain Drug Stores, linking retailers, manufacturers, and suppliers in that industry. He left his post as executive vice president at APCO Worldwide in Washington to become AOPA president.

A native Californian, Craig Fuller learned to fly at Buchanan Field in Concord, Calif. while still in high school and flew with the UCLA Flying Club at Van Nuys while earning a Bachelor of Arts Degree in Political Science. He also holds a Master's Degree in Urban Studies from Occidental College in Los Angeles.

Fuller is a director of the U.S. Chamber of Commerce, active in The Aspen Institute, and a former trustee of The John F. Kennedy Center for the Performing Arts and the George H.W. Bush Presidential Library Foundation. He and his wife, Karen, who also attended AOPA Expo, reside in northern Virginia just outside Washington, D.C.



(L/R) NATA President Jim Coyne, former FAA Administrator Jane Garvey, Cargo Airline Association President Stephen Alterman, and former General Accounting Office Inspector General Ken Meade.



AOPA President Phil Boyer in his element... with his members.

Fuller's first airplane was a Cessna 172 Cutlass RG, and he currently owns a Beechcraft Bonanza A36.

During a press conference following the general session, Fuller made it known that his style of leadership may be a little different than Phil Boyer's, simply because his talents and background are different.

But he looks forward to getting out around the country to meet with industry leaders and AOPA members at conferences and special events.

Fuller fully intends to use his Washington influence for the betterment of general aviation and will do so in a bipartisan manner.

Introducing Craig Fuller as the

incoming president was saved for the last day of AOPA Expo, as Phil Boyer was still hosting the event.

Thursday's General Session

At the opening session on Thursday, November 6 Boyer introduced former FAA Administrator

Tecnam Aircraft

ADVANCED ITALIAN
ENGINEERING & DESIGN

Over 2200 flying worldwide

- + 4 Light Sport models to choose from
- + VFR or IFR
- + 115 Knots
- + All metal construction

OWNERSHIP, FRACTIONAL, &
LEASE PROGRAMS AVAILABLE



612.767.9923

www.thunderbirdaviation.com/soar
aircraftsales@thunderbirdaviation.com

Sales, Training, and Service



Jane Garvey; National Air Transportation Association President Jim Coyne; former General Accounting Office Inspector General Ken Meade; and Cargo Airline Association President Stephen Alterman for a panel discussion on what general aviation can expect following the November elections. AOPA executive Vice President of Government Affairs, Andy Cebula, moderated the panel.

Cebula noted that Democrats who are in the majority and represented in the White House, will have more people on committees and will be a leading force.

Jim Coyne, a former congressman himself, noted that outgoing President Bush suffered from not being a communicator, and that the communication skills of incoming President Obama helped him to get elected.

“(If given the opportunity) I would tell President Obama that we aren’t going to be afraid of our shadow,” said Coyne. “We can’t tax just the top



(L/R) AOPA Chairman Bill Trimble, AOPA President Phil Boyer, and incoming AOPA President, Craig Fuller, hold a check for \$3 million which was donated to the AOPA Air Safety Foundation for research by the Manuel Maciel Trust.

5% of the public, although general aviation has the perception of being in the top 5% of the income bracket.”

Coyne went on to state that the Obama Administration will need to address the elimination of leaded fuel,

noting that the global warming issue will affect aviation, and is already affecting aviation in Europe.

Jane Garvey stated that there are lots of new members to the Senate

CONTINUED ON PAGE 10

MEAD & HUNT
Aviation consultants

Airfield engineering

Airport planning

Aviation architecture

Air service analysis

Financial analysis

Environmental services

Construction management

Offices nationwide
888-273-8555 or www.meadhunt.com

LAKE SHORE AVIATION

Bringing The Excitement & Fun Back Into Flying!
Manitowoc County Airport • Manitowoc, Wisconsin



Owned by Pilots, for Pilots!

- ★ Flight Training & Aircraft Rental
Primary • Instrument • Commercial • Multi-Engine • Seaplane
- ★ Full-Service Aircraft Maintenance With Experienced Staff!
Flat Rate Annuals!
Courtesy Car Available.
- ★ Seaplane Instruction In A Cessna 172XP
With Wipline 2350 Amphibious Floats
Newly Remodeled Northwoods Lake Cabin For Rent During Training...
Bring The Whole Family!
- ★ Fuel Sales – 100LL & Jet ★ Twin-Engine Charter

HANGAR & AIRPORT DEVELOPMENT SITES AVAILABLE



920-682-0043

www.lakeshoreaviation.com



Our Goal Is Your Success

WESTERN PETROLEUM:

Supplying Midwest Airports With A Global Perspective & Hometown Service!



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

WESTERN PETROLEUM COMPANY

ExxonMobil
Aviation



Since 1936

Conveniently located

In Bloomington, MN
494 & 12th Avenue

Financial Aid

Available for those who qualify

Flexible scheduling

Allowing you to work around
family and employment needs

Small class sizes

And a supportive atmosphere

Ground school & Flight training

Begin in your first quarter

*YOUR PATH
TO SUCCESS*



DEGREE & CERTIFICATE PROGRAMS IN

Professional Pilot
Aviation Business
Aircraft Dispatch

Complete in as little as
eighteen months



FLIGHT TRAINING PROVIDED BY

952-851-0066 or 651-ACADEMY

WWW.ACADEMYCOLLEGE.EDU

1101 E. 78th Street, Bloomington, MN 55420

Index To Advertisers

Academy College	8 & 29
Adventures In Flying	60
Aeronautical Adventures, LLC	57
Aero Fabricators	60
Aero Insurance, Inc.	16 & 41
Aircraft Owners & Pilots Association	25
Aircraft Propeller Service, Inc.	37
AircraftInsurance.com	60
airpac.com	26
ARMA Research, Inc.	60
ASI Jet Center	59
Aspen Avionics	64
Avfuel Corporation	8, 29, 54 & 61
B2W/Win Air	29
Basler Turbo Conversions, LLC	41
Beaver Aviation, Inc.	21 & 41
Beloit, Wisconsin Airport	60
Best Oil Company	50
Bolduc Aviation Specialized Serv.	29, 41 & 51
Bolton & Menk, Inc.	14
Brackett Aircraft Co., Inc.	14 & 41
Brenco IA Training	60
Central Wisconsin Aviation	40
Cessna Aircraft Co.	2, 41, 55 & 61
Chicago Piper	64
Cirrus Aircraft	61
Columbia	61
Corporate Hangar Space (Rice Lake, Wis.)	60
Dawley Aviation Corp.	41
DeKalb Taylor Municipal Airport, Illinois	21
Des Moines Flying Service, Inc.	64
Diamond Aircraft	18 & 59
E-Z Heat, Inc.	19 & 60
Eagle Air	58
Eagle Fuel Cells	23
Eagle River Union Airport	23
ExxonMobil Aviation	8
Field of Dreams	58
Fond du Lac Skyport	41
FostAir LLC	53
Galt Airport (Greenwood, Illinois)	55
Garmin	61
Gran-Aire, Inc.	41, 55 & 60
HondaJet Midwest	3
Iowa County Airport (Mineral Point, Wis.)	23
J.A. Aero Aircraft Sales	2
J.A. Air Center	2
Johnson Aviation Insurance	13 & 41
Lakeshore Aviation	8
LSA North	58
MN Aviation, Inc.	27
Maxwell Aircraft Service	46

Mead & Hunt, Inc.	7
Metropolitan Airports Commission	15
Mid-Continent Aircraft Corp. (Cessna C-Star) ..	60
Mid-Continent Insurance	60
Midwest Aircraft Appraisal	24
Midwest Flyer Canadian Fishing Fly-Out	62
Midwest Flyer Magazine	29, 41 & 64
Minn. Av. Maintenance Technician Conf.	33
Minnesota Aviation Trades Ass'n	29
Minn. DOT Office of Aeronautics	32-35
Minnesota Petroleum Services	26
Minnesota State University-Mankato	54
Morey Airplane Company	60
NationAir Aviation Insurance	29 & 41
National Air Transportation Ass'n	41
Newton Home Oil Co., Inc.	14
NewView Technologies, Inc.	18 & 41
North Star Aviation	28, 29 & 54
OMNNI Associates	24
Orr, Minn. Regional Airport (Hangar Sites)	60
Pat O'Malley's "Jet Room" Restaurant	58
Phillips 66	2, 14, 50 & 55
Piper Aircraft, Inc.	61 & 64
Racine Commercial Airport	41 & 60
Rapco Fleet Support, Inc.	11 & 41
Red Wing Aeroplane Company	37
Regent Aviation, Inc.	29
Reigel & Associates, Ltd. (Aero Legal) 10 & 29	
River Valley Bank	40
Rochelle, Illinois Municipal Airport	23
Schweiss Bi-Fold Doors	57
Short Elliott Hendrickson, Inc.	17
Skycom Avionics, Inc.	64
Socata (EADS)	61
S. St. Paul Municipal Airport (Fleming Field) ..	50
Southern Wisconsin Regional Airport	60
Sunrise Building Systems, LLC	60
Tanis Aircraft Products, Inc.	60
Tecnam Aircraft	6
Texaco	40
The Da Vinci Diaries	60
Thunderbird Aviation	6 & 29
Trimcraft Aviation	29 & 41
USAIG	29
West Bend Air, Inc.	41
Western Petroleum Company	8
Wilderness North	62
Wings Financial	28 & 29
Winona State University	46
WipCaire by Wipaire, Inc.	63
Wisconsin Aviation, Inc.	41 & 61
Wisconsin Aviation Trades Ass'n	40-41
Wisconsin DOT Bureau of Aeronautics ..	36-38
Wright Aero, Inc.	29

MIDWEST FLYER

FEBRUARY/MARCH 2009
Serving The Midwest Aviation Community Since 1978

EDITOR/PUBLISHER

Dave Weiman

PRODUCTION DIRECTOR

Peggy Weiman

PRODUCTION ASSISTANTS

Jenifer Weiman

Stacy Wilk

PHOTO JOURNALISTS

Don Winkler

Geoff Sobering

CONTRIBUTING EDITORS

Randy Arneson

Dr. John Beasley

Jim Bildilli

Bill Blake

Phil Boyer

Jim LaMalfa

George Larson

Ed Leineweber

Dan McDowell

Myrna Mibus

Field Morey

Allen Penticoff

Judy Peterson

Greg Reigel

Pete Schoeninger

Geoff Sobering

Jeffery Taylor

Tom Thomas

Gary Workman

Karen Workman

ADVERTISING

PHONE: (608) 835-7063

FAX: (608) 835-7063

E-MAIL: dave@midwestflyer.com

WEBSITE: www.midwestflyer.com

ISSUE CLOSING DATES

DEADLINE

November 1

January 1

March 1

May 1

July 1

September 1

ISSUE

December - January

February - March

April - May

June - July

August - September

October - November

COPYRIGHTS

MIDWEST FLYER MAGAZINE is published bimonthly by Flyer Publications, Inc. with offices in Oregon, Wis. and Bloomington, Minn. Copyright 2008 by Flyer Publications, Inc. All rights reserved. Nothing in whole or in part may be reproduced without the written permission of the publisher.

SUBSCRIPTIONS

\$15 per year,

or \$25 for two years.

DISTRIBUTION

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

MAIL ALL ORDERS

& CORRESPONDENCE TO:

MIDWEST FLYER MAGAZINE

P.O. BOX 199

OREGON, WI 53575-0199 USA

EXPRESS SHIPMENTS TO:

MIDWEST FLYER MAGAZINE

6031 LAWRY COURT

**Promote Your Business by Advertising In
Midwest Flyer Magazine.**

Promoting Aviation Products & Services

Since 1978

608-835-7063

DISCLAIMER: MIDWEST FLYER MAGAZINE, Flyer Publications, Inc., staff and officers do not assume any responsibility for the content of articles, or any liability arising out of the reliance upon them, nor for the late delivery of issues.

AOPA Expo CONTINUED

and House, and that “they don’t know anything about aviation, so there’s tremendous opportunity for AOPA to educate them.” Garvey, who did not have an aviation background when she accepted the position as FAA Administrator, apparently now realizes that we need an FAA Administrator with aviation experience and leadership ability... “someone with a vision for the NextGen air traffic control system,” she said. “We need better intelligence, not more technology for security. The FAA found it difficult to explain to the Bush Administration that 9-11 was not caused by general aviation.”

Jim Coyne: “Administrators have to stand up to the bureaucracies!”

Stephen Alterman: “I don’t think anyone cares about general aviation because of the state of the economy. We need to energize the new Congress about general aviation, and it will be a real challenge. We need an education campaign to show benefits and the impact of general aviation, and the new FAA Administrator can’t let mid-level management run the show.”

Ken Meade: “AOPA is an organization to be reckoned with because of its bipartisanship. The Obama Administration must define NextGen and get it out of the financing of the FAA.” Meade urges AOPA members to call their representatives and speak with the transportation liaison face-to-face, or voice-to-voice.

Coyne added that AOPA members need to figure out a way to meet their congressman at their local airport. “Emails and letters won’t do it alone,” said Coyne. He went on to state that we don’t know yet how the Obama Administration will handle security.



EAA Founder Paul Poberezny

Poberezny Pays Special Tribute To Phil Boyer

The founder and chairman of the Experimental Aircraft Association (EAA) Board of Directors, Paul Poberezny, was the luncheon speaker on November 6. He received a heartwarming introduction from AOPA President Phil Boyer, who said that he looked up to Poberezny as a father figure, and praised him for his accomplishments and contributions to aviation.

In taking the podium, Poberezny paid special tribute to Phil Boyer, recognizing his strong leadership at AOPA, and his interest in working with EAA and other aviation organizations to address issues common to all.

He said that it is important for all aviation organizations to “band together,” and that together, “we can accomplish so much more than as individual organizations.”

Poberezny described how he taught himself how to fly gliders as a young man, and the early beginnings of the Experimental Aircraft Association. He said that EAA worked with the Civil Aeronautics Administration and then the Federal Aviation Administration to get the homebuilt movement started.

In the early years of the EAA Fly-In Convention, Poberezny remembered going to Aeronca Aircraft and asking company officials to display their aircraft free of charge. “But they wouldn’t come until we started charging them something to help out with some of the expenses of the event, such as insurance,” said Poberezny, who recognized his wife, Audrey, for coming up with the idea of charging exhibitors so they felt there was value in their participation.

In his closing statement, Poberezny said that both he and Phil Boyer became millionaires as the presidents of their respective organizations. “Phil got to be a millionaire working for AOPA, and I got to be a millionaire working for EAA,” said Poberezny. “We both became millionaires because we now have a million friends!” Poberezny received a standing ovation as he stepped down from the podium.

Friday’s General Session

At the general session on Friday, November 7, Phil Boyer stated that AOPA attendance at San Jose was good, and that AOPA membership had hit an all-time high in 2008 with 414,000 members, which is 76% of the total pilot population of 550,000.

Boyer noted that general aviation

A composite image featuring a portrait of Greg Reigel, a man in a suit and tie, smiling. The background includes a red structural element, possibly part of an aircraft. Text is overlaid on the image in white and yellow.

Greg Reigel
Aviation Attorney
For A FREE Consultation Call
(952) 238-1060
Email:
greigel@aerolegalservices.com
WWW.AEROLEGALSERVICES.COM
Reigel & Associates, Ltd.

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

won the “user fee” battle in 2008, because no bill was passed. However, he warned members that the issue will likely not go away. He then introduced the executive team of AOPA.

AOPA Executive Vice President of Government Affairs, Andy Cebula, said that GA security is perceived as a concern by the Transportation Security



Andy Cebula

Administration (TSA), and something AOPA is not taking lightly. Cebula also reviewed the U.S. Customs border crossing ruling, and the proposal to require airline-type security for all aircraft weighing 12,500 lbs and more.

AOPA Executive Vice President of Communications, Karen Gebhart, described some of the feature stories published in AOPA Pilot magazine,

AOPA’s new website, the “Catch-A-Cardinal Sweepstakes” in 2007, the “Get Your Glass Archer Sweepstakes” in 2008, and the “Cirrus Sweepstakes” in 2009.

AOPA Executive Vice President of Non-Dues Revenue, Greg Sterling, described AOPA’s programs intended to give members a good value for their purchases, while generating revenue for the association. Aircraft insurance, life insurance, AOPA’s Legal Plan, and credit card services, help offset the expenses of AOPA initiatives not covered by the \$39 membership dues.



Karen Gebhart



Greg Sterling

AOPA Air Safety Foundation Executive Director, Bruce Landsberg, announced that AOPA members are now completing 30,000 online safety courses each month, and that the foundation is working with the University of North Dakota in completing a study on the effect age has on a person’s ability to fly.



Bruce Landsberg

Every year, takeoffs and landings account for more than half of all pilot-related accidents. Members had the opportunity to learn how to avoid such accidents by attending the AOPA Air Safety Foundation’s latest seminar, “Mastering Takeoffs and Landings,” at AOPA Expo.

Although takeoffs and landings account for only 4% of total flight time in an average flight, they accounted for more than 50% of all

YOUR ALTERNATIVE SOURCE FOR: OVERHAULED FUEL PUMPS

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

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



RFS_{inc.}



AIRCRAFT BRAKES - FUEL PUMPS
www.rfsbrakes.com

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

pilot-related accidents in 2007. The seminar examines what really happens during those brief seconds when the pilot is taking off and landing. Using slow motion, freeze frame and telestrator techniques, the seminar dissects landings as never before (www.asf.org/seminars/).

One of many featured seminar speakers was Wayne Phillips, formerly of Eau Claire, Wisconsin, and now living in Detroit, Mich. Phillips was once named "Flight Instructor of the Year" by the FAA. He spoke on pilot and ATC communications at Expo.



Wayne Phillips

Phillips used to write travel articles and restaurant reviews for *Midwest Flyer Magazine*, and helped coordinate the first and only "Midwest Flyer Magazine Balloon Rally Fly-In" at the Baraboo-Dells Airport in Wisconsin Dells, Wisconsin in 1983.

Boyer Makes Closing Comments At Saturday's General Session

In closing remarks at the general session on November 8, Phil Boyer discussed the current and future "fuel" needs of general aviation. He stated that 70% of the aviation fleet today can fly with unleaded fuel, but the other 30% of the fleet buys 70% of the fuel, so we have a dilemma. He noted that bio and diesel fuels will be in our future.

Another discussion topic was the "declining pilot population."

Following extensive research to determine how to best address the declining pilot population issue and several months of testing, AOPA officially launched the "*Let's Go Flying*" initiative at Expo.

"If there is one thing pilots love to do, it's share the joy of flight," said AOPA President Phil Boyer.

"A lot of would-be pilots 'caught the bug' simply because someone – a friend, relative or business colleague

– took them for a flight in a light aircraft. *Let's Go Flying* has been developed to capture the interest of anyone who has ever thought about learning to fly, engage them by providing information and resources, and get them to an airport and into an airplane for a first flight."

Once someone starts on the path to becoming a pilot, *Let's Go Flying* will help guide the person through the training process. And as they work through their training and earn their certificate, *Let's Go Flying* will be there for them with additional resources and advice.

With *Let's Go Flying*, AOPA has developed a communications strategy utilizing online and traditional marketing to engage, motivate, and support interested potential pilots to continue on the path to becoming a pilot, and joining the general aviation pilot population. *Let's Go Flying* also features an online database of more than 3,500 flight schools nationwide, most of which offer discounts on introductory flights. But it is up to each and every pilot to do his/her part in introducing others to aviation by taking them on their first flight. AOPA has committed \$5 million to the program. For additional information, see www.letsstoflying.com.

AOPA Launches New Foundation To Address Critical GA Issues

AOPA unveiled the "AOPA Foundation" at Expo as the cornerstone of an ambitious plan to preserve and promote general aviation in the United States.

Boyer said: "The AOPA Foundation was created to address several burning issues impacting general aviation now and into the future. Airspace, the environment, security, airport closures, licensing and medical certification, insurance, maintenance, and a host of other issues all existed in the past, but have escalated exponentially in the last decade. The AOPA Foundation is committed to funding charitable

and educational efforts to support Americans' freedom to fly, and to build a legacy for the future of general aviation."

The AOPA Foundation has kicked-off a \$58 million capital campaign entitled "The Campaign for General Aviation – Our Freedom To Fly." Long-time AOPA Board of Trustees member Thomas W. Haas has been named National Campaign Chairman. Haas donated \$5 million to the foundation, and he encourages fellow AOPA members to give what they can as well.

The foundation board has identified four key initiatives requiring attention and which will be the focus of the campaign's fund-raising efforts: Educating the public on the benefits of general aviation, preserving and improving America's community airports, further improving the safety record of general aviation through pilot education, and encouraging more individuals to learn to fly.

Added Craig Fuller, incoming president of AOPA who took the left seat on January 1, 2009 and will carry the initiatives forward, "Seven out of every 10 pilots in America are members of AOPA. Through their support and those of individual pilot-philanthropists, the campaign provides an opportunity to ensure that the environment surrounding general aviation will be secured for the future."

Kansas Senator Pat Roberts Receives Hartranft Award

AOPA named Kansas Senator Pat Roberts the recipient of the prestigious J.B. "Doc" Hartranft Award for 2008, for his longtime support of general aviation. Phil Boyer presented the award in person to Senator Roberts in his home state on October 14, 2008, saying, "Pat Roberts is an active, vocal, and passionate supporter of general aviation. That was never more evident than over the past two years when the FAA and the airlines

were pressing hard to create a user-fee funded system that could have sounded the death-knell for general aviation. Senator Roberts worked tirelessly to make sure that his colleagues truly understood the issue and its implications for the U.S. air transportation system.”

Roberts’ support for general aviation began long before he was elected to the U.S. Senate, and his interests extend well beyond the recent FAA funding debate. He has vigorously opposed legislation that would harm America’s general aviation aircraft manufacturers and fought for federal investment in airports so critical to the state’s and the nation’s economy.

“Kansas and aviation have a long history together,” said Roberts. “Today, about 40,000 employees in Wichita and the surrounding counties make their living building planes, manufacturing parts and servicing aviation. The aviation industry directly and indirectly supports over 140,000 jobs in Kansas and will soon contribute roughly \$9 billion annually to our state’s economy.”

During the recent two-year-long debate on Capitol Hill over how to collect funds for the FAA, even though he does not sit on the Senate’s Aviation Subcommittee, Roberts worked actively to persuade his colleagues not to include any user fees in their bill.

“Some of my colleagues considered it a bold move on my part to try to influence the decision of a committee that I didn’t serve on, but I knew the importance of this issue and I never shy away from being bold,” said Roberts. “When the bill finally made its way to my home turf on the Finance Committee, we ran into my old friends who happened to be standing in our way. Together we calmly and methodically countered every attack raised against the general aviation community. When they used misleading charts and told exaggerated stories about how everyone who flies their own plane

runs a Fortune 500 company and cheats on their taxes, we presented facts and examples of hard working small business men and women who depend upon, service, and manufacture these aircraft.”

Although Congress was not able to send a full FAA reauthorization bill to the White House for the President’s signature, it did recently extend the agency’s authority to raise and spend money to keep the system operating for another six months. Both Boyer and Roberts noted that the extension is something of a victory because it contains no user fees, but that the battle will need to be fought all over again in 2009.

“Because there was no vote on a full reauthorization bill, Congress essentially kicked the can on down the road and left the issue for a new Congress to deal with,” said Boyer. “A new Congress means we start from scratch with a new bill.”

“I’ve put the Senate on notice

that this bill is a top priority for me and I will not stop fighting to ensure that the general aviation community receives its fair shake,” Roberts said to Boyer. “I’m ready to ride lead once again, but I’ll need you all right there with me riding shotgun.”

The Joseph B. “Doc” Hartranft Award is named for AOPA’s first employee and president of the association for 38 years. It is awarded annually to the federal, state, or local government official who has made the most significant contribution during the year on behalf of general aviation.

AOPA Honors Founder of Orange County Pilots Association

AOPA paid tribute to Fred Fourcher, founder of the Orange County Pilots Association at John Wayne Airport in Santa Ana, Calif., by presenting him with the “Laurence P. Sharples Perpetual Award,” given annually to the private citizen who



**WE
SHARE
YOUR
PASSION.**

JOHNSON
AVIATION INSURANCE

Started by the founder of the EAA's Young Eagles' program, Sam Johnson, we understand the aviation industry and its unique insurance needs. To find out how our passion for aviation equals your best protection call **1.800.477.IFLY** or visit **johnsonins.com/aviation**.

has demonstrated the greatest selfless commitment to general aviation. The presentation was made during the closing banquet on November 8.

"Fred recognized a potential threat to his home airport and did something about it," said Boyer. "And what started as self-preservation has turned into a full-blown working relationship with the airport's management that continues to benefit general aviation pilots who call John Wayne Airport, home."

In 2003, Fourcher founded the Orange County Pilots Association to give general aviation pilots a unified voice at John Wayne Airport. He still serves as president of the association, which now has more than 200 members.

AOPA also honored Van Nuys, Calif. pilot Elliot Sanders with its "Joseph Crotti Award" for his work to ensure that a push for higher profits in



Sen. Pat Roberts



Marla Boone

attracting turbine aircraft to Van Nuys, did not push piston pilots off his home airport.

AOPA honored three journalists with the "Max Karant Journalism Award" for their fair, accurate, and insightful coverage of general aviation. The awards were presented during the opening luncheon, November 6.

"Too often we see reporters in the general news media, who are

pressed by deadlines and who lack an understanding of general aviation, provide their audiences with an incomplete or inaccurate portrayal of general aviation, despite the best of intentions," said Karen Gebhart, executive vice president of communications for AOPA. "But these three winners really took the time and helped their audiences understand some pretty complex issues."

In May 2007, at the height of the Congressional debate over the FAA reauthorization bill and how to fund the agency, Paul Moses, a pilot and reporter at WLKY-TV in Louisville, Ky., prepared a two-part report to help his audience comprehend a complex issue.

As a pilot, Moses knew the importance of the debate to both general aviation and the airlines. As a reporter, he knew that his audience probably did not understand

KEEP 'EM FLYING WITH **NEWTON**

Fuel & Service
Serving
IOWA • MINNESOTA • MISSOURI



877-999-1201



NEWTON HOME OIL CO., INC.

- 100LL
- Pre-Blended Jet Fuel
- Full or Split Loads Available !

Bolton & Menk, Inc.

Consulting Engineers & Surveyors

For all your Airport Administration needs

- Planning • Design • Construction

Contact:

Ron Roetzel, P.E., Airport Group Manager

cell: 612-770-6012

email: ronro@bolton-menk.com

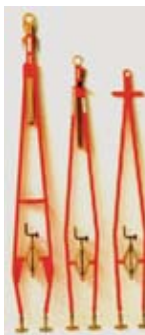
Designing for a Better Tomorrow

Offices In:

• Burnsville, MN	• Mankato, MN	• Willmar, MN
• Chaska, MN	• Ramsey, MN	• Ames, IA
• Fairmont, MN	• Sleepy Eye, MN	






BRACKETT TOWBARS



**CESSNA 150
THRU
GULFSTREAM V**

**plus
HELICOPTER**

(928) 757-4005

FAX: (928) 757-1948

E-Mail: brackett@ctaz.com

Website: www.brackettaircraft.com

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



(TOP LEFT) Alan Klapmeier with the Cirrus Vision SJ50 Jet at the company's 10th anniversary reception since the SR20 was first certified.

(LOWER LEFT) Skylark LSA Sport Plane (www.skyviewaviation.com) was one of 60 aircraft on display at San Jose International Airport.

(RIGHT) Piper Aircraft test pilot, Dave Schwartz, with the "PiperJet."



We're waiting for you.

Metropolitan Airports Commission: Six Reliever Airports, One Great System

St. Paul Downtown • Flying Cloud • Anoka County-Blaine • Crystal • Lake Elmo • Airlake



AOPA CONTINUED

the issue or its importance to their local economy, and to personal and business transportation.

At a time when airline interests were telling reporters that general aviation takes an unfair share of the ticket taxes paid by airline passengers, Marla Boone, a columnist with the Troy Daily News in Troy, Ohio, and like Paul Moses, a pilot, took the time to provide her readers with a more nuanced explanation of general aviation.

Boone took on the misconceptions about general aviation, the charitable aspects of public benefit flying, and explained how general aviation affects many facets of everyday life. She made sure her readers understood the positive economic impact that community airports have.

"I flew an airplane and didn't crash!"

With those opening seven words, Albert McKeon, reporter for The Telegraph in Nashua, N.H., took on the one fear so many non-pilots face the first time they go up in a general aviation aircraft.

McKeon took an introductory flight at a local flight school. From the outset, he made his readers understand that flying is safe, and is something that just about anyone can do with the proper training. McKeon explained the wonder of a view from half a mile up and addressed the case of nerves that can set in when a non-pilot first takes the controls.

AOPA's Internet Flight Planner Re-Designed

Five years ago at AOPA Expo, AOPA wowed the aviation community with something previously unheard of – fully functional internet-based flight-planning software that cost AOPA members nothing. Not a penny! But it did have a couple of drawbacks. It required users to download a small application, and it would only run on Windows-based computers.

AOPA is taking its internet-based flight planning to a whole new level with the launch of the "AOPA Internet Flight Planner" (AIFP), which was unveiled at AOPA Expo. AIFP addresses those issues while maintaining comparable capabilities and leaving room for future upgrades, based on input from members. That includes Apple Macintosh and Linux computers, which were unable to run the old program. And the cost to members remains the same. Nothing! For additional information, see www.aopa.org.

Exhibits & Display Aircraft

When not attending seminars or visiting the hundreds of vendors in the exhibit hall, AOPA members could take a bus from the convention center to Norman Y. Mineta San Jose International Airport where 60 aircraft were on display.

Among the aircraft on display was the prototype of the new "PiperJet,"

which was on a nationwide tour when it stopped in at Expo. We spoke with test pilot Dave Schwartz, and asked him about the aircraft's performance. He likes how the PiperJet flies, and said that it does not have any bad habits. From San Jose, the PiperJet flew on to Des Moines, Iowa, where it made a public appearance at Des Moines Flying Service.

Cirrus Celebrates 10th Anniversary

Cirrus Aircraft President Alan Klapmeier hosted a reception for Cirrus Aircraft customers and associates in celebration of the company's 10th anniversary since the SR20 was first certified on October 23, 1998. "People thought we were nuts," said Klapmeier. "We have now delivered our 4,100th new aircraft."

Klapmeier: "First, we need to give people a reason to fly, and then we need to get them trained." Today, there are 81 standardized Cirrus training centers – 34 new training centers in just the past 12 months.

Klapmeier went on to give members of the press an update on the test flying of the Cirrus Vision SJ50 Jet. The jet has done better than 300 kts, has a range of 1,000 nm at 250 kts, stalls at between 61-65 kts, and has a useful load of 2,100 lbs. Certification is estimated for 2011. There are currently 400 jets on order, with 67% of them ordered by current SR owners.

Diamond Aircraft Provides Update

Diamond Aircraft President Peter Maurer stated that DA-42 Twin Star deliveries have resumed following the bankruptcy of Thielert, manufacturers of the aircraft's diesel engines. Lycoming is filling the void with the IO-360 180 hp gasoline engine, while a consortium of manufacturers are coming up with a new diesel engine called the "Austro."

Maurer expects that the D-Jet will be in production within the next 24 months. The D-Jet has flown to

AIRCRAFT	FBO	AIRPORT
Aero Insurance SERVING MIDWEST AVIATION SINCE 1968 Representing All Major Companies & Lloyd's of London "Give Us A Call Before You Renew Your Current Policy!" (262) 251-9460 or FAX (262) 251-7769 aeroins@aol.com Aero Insurance, Inc. • N94 W15652 Ridgeview Drive • Menomonee Falls, WI 53051		
		 Tom & Renee Watry

25,000 feet, reached a top speed of 315 kts, and stalls at 80 kts. The aircraft features the new Williams FJ33-5A engine. Airline Transport Professionals will provide the training for buyers, and Diamond Aviation Insurance will provide owners with insurance coverage.

Taking In The Sights Of California

Of course, attending AOPA Expo means that members get to explore the areas around the convention site, and California has much to offer including Stanford University in Stanford, Pinnacles National Monument near Soledad, the Monterey Bay Aquarium in Monterey, the Monterey Walking

Path of History which includes the site where Spanish explorers first landed in Monterey in 1602, and the beautiful ocean communities of Pebble Beach and Carmel with their world-famous golf courses and winding oceanfront drive. Midwest snow can be fun in the wintertime, but so can the sunny beaches of California.

Tampa, Here We Come!

Speaking of sunny beaches, AOPA Expo will return to Tampa, Fla., November 5-7, 2009. The beautiful flying weather and friendly city make it a favorite among Expo attendees, and Tampa is a day's flight for most GA pilots from the Midwest.

The aircraft display will again be located at Peter O. Knight Airport, a short 10-minute drive from the Tampa Convention Center. In addition, the exhibit hall holds more than 550 booths and at least 10,000 attendees are expected over the course of the three-day show.

"I'm looking forward to meeting members face-to-face at my first Expo as president of AOPA," said AOPA President-elect Craig Fuller. "With the large number of pilots in the area, numerous recreational activities, and great flying weather, it is sure to be an exciting show!"

All information for AOPA Expo 2009 can be located at www.aopa.org/expo. □

Books

New DVD Features Air & Space Museums

WASHINGTON, D.C. – Smithsonian Networks is releasing a new DVD entitled *America's Hangar* with a look inside the National Air & Space Museum – on the mall in Washington, D.C., and at the Udvar-



Hazy Center next to Washington Dulles International Airport in northern Virginia.

The Smithsonian Institution's National Air & Space Museum (established in 1946), also known as "America's Hangar," houses over 300,000-square-feet of aircraft and is the world's most-visited museum. It has preserved and displays many of the world's most-renowned historic aircraft, including the Wright Flyer, Spirit of St. Louis, X-1 "Glamorous

Glennis," B-29 "Enola Gay," and Bob Hoover's Shrike Commander.

From the first airplane, commercial aircraft and spacecraft to take an American into orbit, Smithsonian Channel™ takes you on a personal tour of the collections of the National Air and Space Museum, chronicling the first century of flight.

The DVD sells for \$14.98, catalog #IEG2080 and is 60 minutes in length. To order, see www.smithsonianchannel.com. □

concentration!

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

Call an Aviation Specialist today!

800.325.2055 | www.sehinc.com



Certified For Flight Out of Known Icing

by Field Morey, CFI

A pilot I know recently asked me the following question:

"If Flight Service receives a pilot report (PIREP) for your destination airport that there

is icing in the clouds, are you legal to fly to that airport in an aircraft not certified for flight into known icing?"

This question comes up every winter in "hangar sessions" at the local FBO. FAA offices have published draft letters trying to define known icing and yet no concrete definition has come forward.

My definition of known icing is: When you are getting it. Therefore, the aircraft that I fly is certified for



Field Morey

"flight out of known icing."

I understand that more articles concerning FAA's position will be published in this issue, so I will leave that to the legal eagles to argue about. Let's get on with just some of the practicalities of winter IFR flight.

Planning

Some of the planning issues that you should be concerned about are as follows:

1) Weather Patterns: Avoid the Northeast Quarter of the low pressure area; this is where the worst icing is likely to occur. Warm air is rising over cool air and the likelihood of freezing rain is the greatest. If you encounter this type of precipitation...get out! Climb or turn around. It is the worst icing you can have!

The safest quarter is the Southeast Quarter where the temps are the warmest. However, if your cruising altitude puts you below freezing, this quarter is also where the humidity is the highest, so depending on the temperature aloft, this area could be bad.

The Southwest and Northwest Quarters will likely have the lowest humidity. They are the cold quarters where the moisture has been removed from the air and could be the best area to operate in.

2) Altitudes: Check the winds aloft forecast and plan your flight where temperatures are either below freezing or high enough to be in temps below -10C. The probability is that if the outside air temperature (OAT) is below -10C, you will not encounter ice and if you do, it will be the "Good Ice," vs. the "Bad Ice." More about this in a minute.

3) Destination Forecast: This should be well above minimums. The last thing you want is to have to shoot a missed approach with a load of ice.

Altitudes & The Rule of Four

After takeoff, try to make note of the outside air temperature as you climb. Jot down the altitude when the temperature drops below 0°C. You will then have an idea of how low you have to descend to get below freezing.

Over the years I have flown during the winter with probable icing conditions. I have learned that when I encounter in-flight structural icing, I immediately request an altitude change of 4,000 ft. Obviously, if the minimum instrument altitude is above freezing, this is the choice. Most of the time a change of 4,000 feet will require climbing. Your strategy is as follows:

- 1) Break out on top (the best situation), or
- 2) Climb to colder air, colder than -10C (second best situation), or
- 3) Get between layers and request a block of altitude so you can stay out of the clouds.

If you find yourself on top, be sure to avoid the cloud buildups, especially if they are cumulus as this is where the highest concentration of moisture exists and the greatest possibility of picking up the BAD ice.

Good Ice vs. Bad Ice

I call rime ice the "Good Ice" because it is comprised of the small water droplets that freeze instantly when they strike your aircraft. It builds up entirely on the leading edge of a surface without changing the shape of the leading edges.

Contrast this to the clear or "BAD Ice," which is formed by large droplets that strike the leading edge and run back on the surface before freezing, forming a ridge that can cause a formation of a spoiler that can destroy lift.

As you are climbing through the 0°C level in an attempt to find blue skies above, check your windshield. If the rain is running up the windshield in little rivulets, be careful! This is the



**Give Your Aircraft
A New View With**

~~NEW~~VIEW
TECHNOLOGIES Inc.

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

OTHER SERVICES:

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

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

sentinel to clear ice formation. This often occurs near the cloud tops or in a cumulus clouds and you should be thinking about alternatives.

PIREPS

I find that most of the pilots that I fly with are concerned about giving PIREPs. They are concerned that if they issue an icing PIREP that they will face some FAA violation. Perhaps this is why there aren't many of these reports available when you are planning your flight. Of all the weather data available, I consider PIREPs to be the most valuable.

A bit of advice: When you give your report, make sure that you give it to Flight Service or Flight Watch. If you give it to Center, particularly if it is a "Negative Ice" report, it probably won't go anywhere and your fellow pilot on the ground won't know about it.

When you give an icing report, you will be asked for the type of ice, the intensity, and the OAT.

Top reports are extremely valuable to those of us on the ground agonizing about a decision to "launch," so please help us the next time you fly IFR in the winter and file a PIREP. If you are too busy at the time, call FSS when you land.

What's The Flap About Flaps?

There has been a concerted effort on the part of FAA to caution pilots about avoiding the use of flaps when approaching to land.

This concern centers about the fact that when you add flaps, the airflow over the horizontal tail surface changes. This causes an increase in the angle of attack of the tail to the point where the tail could stall and the aircraft would pitch down. In an attempt to relieve the pitch down moment, the pilot would pull back making the situation uncontrollable.

I am still at odds with this theory and will ask you Cessna pilots these questions:

1) What happens to the pitch attitude of your aircraft when you add flaps?

2) And what happens to the angle of attack of the tail when you correct this change of attitude?

With that I will let you ponder this issue and leave you with the following advice:

It is winter...Ice happens...Fly smart!

EDITOR'S NOTE: Field Morey holds an Airline Transport Pilot Certificate and has logged over 30,000 hours – half of which is from the right seat. He is also an FAA Pilot Examiner, and has issued over 2,000 pilot certificates.

Originally from Middleton, Wisconsin, where he owned "Morey Field" (now Middleton Municipal Airport), Morey now lives in Medford, Oregon where he continues to instruct in his 2008 Cessna 182T.

AVIATION LAW

Flight Into Known Icing Conditions: An Enforcement Action Waiting To Happen, Or Worse?

by Gregory J. Reigel
Attorney At Law

With the arrival of colder temperatures, Flight Service Station briefings more often than not include the perennial "AIRMET 'X' for occasional light to moderate rime and mixed icing in clouds and precipitation." Thus, the timing is good for review of a recent National Transportation Safety Board ("NTSB") decision relating to flight into *known icing conditions* and the FAA's position regarding such operations.



Greg Reigel

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

— America's Finest Preheat System Since 1984 —

AIRCRAFT ENGINE PRE-HEATER

End your cold weather starting problems and reduce

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

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



E-Z HEAT, Inc.

779 Lakeview Dr., Chetek, WI 54728

Fax: 715-924-4401

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

For more information, call or see website

1-800-468-4459



www.e-heat.com

11 MODELS – BECAUSE EACH ENGINE IS DIFFERENT!

The Facts

The case, *Administrator v. Curtis*, arose from the FAA's investigation of an accident at Payne Field in Everett, Washington in which an aircraft ran off the runway and was substantially damaged. Prior to taking off from Boeing Field, Seattle, Washington on the ill-fated flight, the airman, Mr. Curtis, who was a flight instructor and also pilot in command for the flight, obtained a computerized weather briefing and also contacted ATC for a briefing. The briefings revealed overcast skies and a temperature at Payne Field at 1 p.m. of 2 degrees Celsius with cloud tops at 2100 feet.

The airman then took off at 2:30 p.m. with a student on an IFR instructional flight during which the student was going to practice instrument approaches at Payne Field. The student flew the aircraft and the airman was responsible for all radio communications. Upon executing the first missed approach, the airman observed ice on the aircraft's wings. The airman and his student then returned to Payne Field for a landing that ultimately resulted in an accident.

After investigating the accident, the FAA initiated enforcement proceedings against the airman. The FAA issued a Notice of Proposed Certificate Action ("NPCA") charging the airman with violation of Federal Aviation Regulation (FAR) 91.9(a) (prohibiting operation of an aircraft without complying with the operating limitations specified in the approved flight manual, markings and placards which, in this case prohibited operations into known icing conditions) and 91.13(a) (prohibiting

careless and reckless operation so as to endanger the life or property of another). The NPCA also ordered a 90-day suspension of the airman's certificate (although the case does not indicate which certificate, presumably the suspension applied to the airman's commercial pilot certificate rather than his certified flight instructor ("CFI") certificate since the airman would otherwise still be able to fly if only his CFI certificate were suspended). The airman timely appealed the NPCA to the NTSB and requested an evidentiary hearing on the issues.

The Evidentiary Hearing

At the hearing, the FAA presented evidence that the airman had ignored two pilot reports ("pireps") to the sector controller of rime icing, which the airman should have heard on his radio. An expert witness also testified on the FAA's behalf stating that the airman should have known from the weather report and briefing that he would have to descend and ascend into clouds at Payne Field to perform missed approaches and that the weather was such that icing was possible. With this knowledge, the expert witness testified that the airman should not have even initiated the flight. Finally, the airman's student testified at the hearing that the airman actually pointed out ice on the wing to the student prior to execution of the missed approach. Based upon this testimony, the FAA argued that the airman should have taken remedial action and either landed immediately or flown above the clouds to an airport where he could land under

VFR conditions free of the risk of accumulating ice on the aircraft.

Although the airman argued that he didn't hear the pireps, that he didn't see the ice until after the missed approach, and that he acted reasonably upon discovering the ice buildup, the administrative law judge ("ALJ") didn't buy it. The ALJ found that the airman should have heard the pireps and that he should have known the flight would be occurring in conditions conducive to icing. The ALJ affirmed the FAA's order suspending the airman's certificate for 90-days for violations of FARs 91.9(a) and 91.13(a).

The Appeal To The Full Board

The airman then appealed to the full National Transportation Safety Board (NTSB). He made a number of arguments to the board, all of which were summarily dismissed. First, he argued that the testimony of his student was not credible. However, based upon the long established principle that credibility determinations are exclusively for the ALJ to make, the board quickly rejected this argument. Next, the airman argued that the case law regarding "known icing conditions" didn't apply to his situation because the pireps, regardless of whether he actually heard them, were not stated as within his flight path and, thus, he didn't have to give them any consideration. The board disagreed, noting "it would have been prudent, at a minimum, to query ATC when a report of icing in his sector was broadcast so that he could assess the threat. He failed to do so. Absent clarification that the icing was not a threat to his aircraft, he risked flying into known icing conditions."

Finally, the airman argued that the ALJ's interpretation of the "operation into known icing conditions" case law was too broad and more theory than fact. Although the board didn't need to address this argument to affirm the ALJ's decision, it responded

**EMAIL YOUR FLY-IN
& SPECIAL EVENT DATES TO
MIDWEST FLYER MAGAZINE
FOR FREE CALENDAR LISTING
EMAIL: INFO@MIDWESTFLYER.COM**

that “pilots are required to obtain all information pertinent to their flight – that is, be well prepared – and make reasoned decisions based on that information. Here, respondent knew that he would be flying into clouds that contained moisture, knew that the temperature on the ground at his destination was close to freezing, and knew that in the cloudy skies on the way to and above Payne Field, the temperature would be colder. The risk of icing was clear. Respondent nevertheless chose to make the flight, and to continue it when further evidence of actual icing or reported icing presented itself, all with predictable consequences. In our view, doing so was clear error, in violation of the cited regulations and especially egregious in the case of a flight instructor.”

Conclusions

The board’s decision affirming the ALJ’s decision is consistent with the case law indicating that “operation into known icing conditions” includes operation into “forecast” icing conditions. Unfortunately, if you fly in the upper half of the United States or Alaska and interpret this case law literally, the standard AIRMET for icing would ground you for almost all flights during the winter months except days with “severe clear” weather conditions. However, don’t put your aircraft away for the winter just yet.

Unlike FAR Part 135 governing commercial operations which has some very specific restrictions regarding operation in “known icing” conditions, FAR Part 91 governing most general aviation operations allows a pilot to exercise greater discretion in making the judgment as to whether a flight can be safely conducted during the winter months. However, the discretion afforded to and, indeed, demanded of a pilot operating under Part 91, has limits.

When operating under Part 91, you cannot exercise that discretion

carelessly or recklessly, lest you violate FAR 91.13. If you exercise poor judgment and fly into icing conditions which you knew or should have known about based upon all of the information available to you, you are likely to be sanctioned if discovered. But, if you have more accurate information that contradicts a forecast of icing conditions or information upon which you can reasonably base a decision that your flight will not be susceptible to the risk associated with the forecast icing conditions, then your risk of successful enforcement action is diminished.

Unfortunately, the issue of flight into known icing conditions does not have any simple answers. Each situation will be analyzed on a case-by-case basis. If you exercise your judgment reasonably and prudently, you will not only keep yourself and your passengers safe, you will also minimize your exposure to FAA enforcement action.

Winter flying can be some of the best flying you will experience. It can also be some of the most unforgiving. Thus, the broad interpretation of “known icing conditions.” Yet, if you fly safe and smart, you can continue to fly throughout the winter without risking life and limb, or your airman certificate.

The information contained in this article is intended for the education and benefit of readers, and should not be relied upon as advice to help readers with their specific issue. Each

case is unique and must be analyzed by an attorney licensed to practice in one’s area with respect to the particular facts and applicable current law before any advice can be given.
© **Reigel & Associates, Ltd.-Aero Legal Services 2002. All rights reserved.**

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

Special Price!

**DeKalb Taylor Municipal Airport
(DKB) DeKalb, Illinois**

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

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

*5% discount for pre-payment
of annual rent*

Condo Hangars Available

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

www.cityofdekalb.com/DTMA/DTMA.htm

**We Specialize In
Annual Inspections**

920/386-2636

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

Since 1946

Is A Pilot Who Flies Into Known Icing, In An Aircraft Not Certified For Known Icing, Covered By Insurance?

Midwest Flyer Magazine checked with an insurance underwriter and also an insurance agent who also checked with insurance underwriters, and this is what we found out:

"There is not a specific exclusion in the vast majority of policies for this exact event," said Jeffery Rasmussen, Vice President of Johnson Insurance Services, Madison, Wis. "However, there may be other areas that could come up. If the aircraft did not have

an annual and was unairworthy and this occurred, the company may deny coverage. If a pilot had lost or not renewed a medical certificate, or failed to complete required training, they could possibly preclude coverage based on this, as well. There is not a 'stupidity' exclusion in any policies. Many folks may have an issue if they had failed to comply with some other terms or conditions within the policy.

"I've spoken with most of our

general aviation underwriters and they were unwilling to go on record and be quoted. However, the consensus was **no exclusion**, and if no other coverage issue exists, there should be coverage for this situation." Rasmussen said that a couple of underwriters likened it to flying directly through the eye of a thunderstorm. "These events are covered, assuming no other issues," said Rasmussen (www.johnsonins.com). □

AVIATION REGULATIONS

Canada To Impose New ELT Requirements... But Grace Period Goes Into Effect

OTTAWA, ONTARIO – Transport Canada has proposed changes that would require aircraft owners of all aircraft operated in Canadian airspace, including those based in other countries, to be equipped with emergency locator transmitters (ELTs) able to broadcast simultaneously on both 406 MHz and 121.5 MHz frequencies effective February 1, 2009. But they are providing a two-year exemption or grace period to allow time for the transition.

According to AOPA, the decision on which ELT to equip one's aircraft with should be left in the hands of individual aircraft owners and operators who are best positioned to evaluate their unique flight profiles and determine which ELT offers the appropriate amount of protection in the unlikely event of an accident.

AOPA requested that Transport Canada allow alternatives such as a personal locator beacon or other portable devices that transmit on 406 MHz in addition to the already installed 121.5 MHz ELT, as an alternative for foreign registered aircraft which are not required to re-equip under the regulations of their home country. But Transport Canada was not willing to compromise.

According to Larry Barnhart, Senior Technical Specialist at AOPA, Transport Canada does not consider any personal or portable 406 ELTs suitable because they are not designed to activate automatically during a crash. The two-year exemption does not apply to new aircraft, the purchase of used aircraft or any aircraft flying in Canada north of 55 Latitude west of 80 Longitude, and 50 degrees east

of the 80 Longitude. The exemption covers Miminiska Lodge, Lake Miminiska, Ontario, the site of the 2009 "Midwest Flyer Canadian Fishing Fly-out!"

According to Véronique Shinder, Information Officer at the Civil Aviation Communication Centre at Transport Canada, if an aircraft owner meets the conditions for exemption eligibility, there is no need to apply for an exemption. Foreign operators will also be eligible for the same exemption and would not have to apply as long as they satisfy the conditions for the exemption.

For additional information, call AOPA at 1-800-USA-AOPA, refer to the AOPA website: www.aopa.org, or contact Transport Canada at 1-800-305-2059 / 613-993-1720, via email CommCentre2@tc.gc.ca, or refer to the Transport Canada website www.tc.gc.ca/CivilAviation/menu.htm. □

Answers For Pilots Regarding New 406 MHz ELT Requirements

The following information is being provided by the Aircraft Owners & Pilots Association (AOPA).

No doubt you've read about the changeover from 121.5 MHz to 406 MHz emergency locator transmitters (ELTs) that is effective February 1, 2009. But what, exactly, is changing? The international search-and-rescue satellite system,

known as Cospas-Sarsat, will stop monitoring 121.5 MHz ELTs on that date, although 121.5 ELT signals will still be detected by receivers at local airports, and by air traffic control, and over-flying aircraft. Equipage requirements vary from country to

country. Here are the details:

Flying In The United States

An installed ELT – either 121.5 MHz or 406 MHz – will continue to be required in each aircraft flying in

the United States after February 1. AOPA has been effective in preventing an FAA mandate for equipping with a 406, so if your aircraft has a 121.5 ELT, the decision on whether to upgrade lies with you, the aircraft owner. Your decision should be based on where and when you fly, and what other survival equipment you carry (cell phone, personal locator beacon). A basic 406 MHz ELT costs about \$900 and increases with the level of sophistication and cost of installation in the aircraft. Because of the expense, AOPA is recommending more affordable ELT alternatives.

International Flying

Pilots must comply with the regulations of our neighboring countries if they want to fly across the border. The Bahamas/Caribbean, Canada, and Mexico differ on the issue of ELT equipage.

The Bahamas and the Caribbean conform to the existing ICAO standards, which went into effect on July 1, 2008, and mandated equipage with a 406-MHz ELT that has a technical

standard order (TSO) authorization, and which met the ICAO Annex 10 requirement. Portable TSO-authorized 406-MHz ELTs do meet the ICAO requirement, but currently, there is only one qualifying portable ELT on the market.

Canada is proposing a 406 MHz ELT requirement similar to ICAO's with a compliance date of February 1, 2009. Under the proposal, any aircraft, regardless of the country of registry, would need to have a 406-MHz ELT installed in order to enter Canadian airspace...and they will not allow portable 406-MHz ELTs or personal locator beacons (PLBs) to be used instead of a panel-installed unit.

Mexican officials offer an alternative to panel installation for U.S. aircraft operating in Mexico. They have indicated that a U.S. aircraft using an automatic portable 406-MHz ELT that has a TSO authorization, could meet the requirements of the regulation. Mexican rules are scheduled to go into effect July 1, 2009.

Still have questions? Check AOPA's website for the latest information (www.aopa.org), or call the Pilot Information Center at 800-872-2672. □

MUSEUMS

AAA Seeks To Revitalize Organization

BLAKESBURG, IOWA – During the 50th annual Cactus Fly-in, in Casa Grande, Arizona recently, Brent Taylor, executive director of the Antique Airplane Association, and treasurer of the Air Power



Museum (APM), announced that a new campaign is being initiated to revitalize the Air Power Museum in Blakesburg, Iowa. Taylor mentioned that the plans for the museum include both a program for renovation and updating the infrastructure, as well as the creation of an endowment to sustain the museum into the future. The board of trustees for the museum, and the board of directors of AAA, have been working for nearly a year on this project.

“There was no element or attribute of the Air Power Museum that was not evaluated,” said Taylor. “Every building, every aircraft in the collection, the marketing and communications, even the website, was reviewed. This has been the most in-depth look at our museum and organization since the move to Antique Airfield in 1970.”

“It was clear early in discussions, that the APM has two missions that must be protected and nurtured,” Taylor said. “The first is that the museum exists to preserve and educate. The second is that the APM, and Antique Airfield, is the site for a fly-in that means so much to antique airplane owners

CONTINUED ON PAGE 47

Rochelle Municipal Airport

Koritz Field
1201 Gurler Rd.
Rochelle, IL
815-562-8619

IOWA COUNTY

AIRPORT

Mineral Point, Wisconsin

— small town affordability within miles of Madison!

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

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

Kevin King, Airport Manager

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

Eagle River Union Airport

Your Full-Service airport in the Northwoods
EGV - Eagle River, Wisconsin

Restaurants & hotels nearby

Clean courtesy car

After-hour service

Overnight hangars

Preheat & ground power

Flight planning room

Pilot lounge w/ Direct TV

Ice machine

100LL

Jet A

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

FUEL CELLS

All Makes & Models

Eagle Fuel Cells

Eagle River, Wisconsin

TF 800-437-8732
Tel 715-479-6149 Fax 6344

www.eaglefuelcells.com



GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

New Sources of Funding Being Sought by State Government

The big news at AOPA this fall was the announcement naming Craig Fuller as AOPA President, replacing the retiring President Phil Boyer effective January 1, 2009. Phil led AOPA for 18 years. I am sure all would agree that he did an outstanding job and has left his mark on General Aviation for years to come. His many accomplishments have been reported at length in the national media. From my perspective, the transition from Phil to Craig Fuller has been smooth and seamless. Craig's experience has been reported in the national media as well. He has strong bipartisan political experience, management experience leading a national trade association, and a love of aviation. Craig has owned and flown a number of different single-engine airplanes over several years. His detailed biographical information can be found on the AOPA website president's page. If you have been following the aviation news, you know that immediately after the national election, he contacted the new administration to make it aware of the importance and needs of general aviation. Under President Fuller's leadership, AOPA will continue to champion the cause of General Aviation at all levels of government.



As I reported in my last article, the Michigan Transportation Funding Task Force was expected to submit its report to the state legislature and governor suggesting methods to fund the future needs of all modes of transportation in Michigan, including aviation. The report was submitted in November. The aviation portions suggested a number of different alternatives to increase funding without recommending any specific option or options. Unfortunately, a bill was introduced in the state House of Representatives shortly thereafter, proposing that, among other things, the state aviation fuel tax be changed from \$.03 a gallon to 3 percent of the wholesale price of aviation fuel. If passed, the bill would have increased the aviation fuel tax three to four times the current amount!

Evidently, since the November election resulted in the change in a number of the legislators, it was believed the bill was more likely to pass during the lame duck session. AOPA immediately wrote a letter in opposition to the bill, which I personally delivered to the offices of each member of the House and Senate Transportation Committees. I was also able to talk with many of the committee members or their staffs to explain our opposition to the bill during a time when general aviation is already struggling with increasing costs for fuel and other products. I pointed out that since we also pay sales tax on aviation fuel, due to the escalating fuel prices starting in 2005, we have already increased our contribution to the state treasury without any direct return of the money to provide state aviation services. Fortunately, the bill was never called for a vote in the House before the session ended (probably because it was believed there were not enough votes to pass it). However, I suspect the bill will be re-introduced in the 2009 session.

Minnesota is also considering changes in the methods of taxing Minnesota pilots and aircraft owners. The legislature appointed a committee to study the needs and sources of aviation funds and report their findings back to the legislature. The committee hired a consultant to compare Minnesota funding methods to those of other similar states. The consultant's report indicates that Minnesota taxes and fees are in the top half of the states compared. Some business aviation interests support reducing the aircraft state registration fees in favor of increasing the aviation fuel tax. However, because of the legislative raid of \$15 million from the state aviation fund in 2008 to bolster the state general fund, the majority of the committee is concerned about maintaining the integrity of any funds raised for aviation. Some members have indicated that they don't think they should recommend tinkering with the revenue sources until the \$15 million is returned to the state aviation trust fund. I believe aviation will get a lot of attention in the 2009 Minnesota legislative session.

Illinois, Indiana, and Wisconsin have all been struggling with state budget issues. Raising state aviation taxes/fees and/or reducing state aviation services may be considered as a means to solve those problems. It will be important for all interested in aviation to closely follow the state legislative initiatives and to let their elected officials know their views. AOPA will certainly be working to protect our members' interests.

To learn more about these and other issues, please go to the AOPA website (www.aopa.org), and don't forget to introduce others to the joy of flight through AOPA's "Project Pilot" mentor program. □



**MIDWEST
AIRCRAFT**
APPRAISAL

SINGLES • TWINS • TURBOPROPS • JETS
800-952-4424
www.mwaircraft.com
Aircraft Appraisals
& Valuation Services Since 1996

OMNI ASSOCIATES
"Airport Engineering and Design Services"
For Additional Information Contact
Aaron Stewart At 920-735-6900
ONE SYSTEMS DRIVE, APPLETON, WI 54914



Get all the latest general aviation news, five times a week, with AOPA's new Aviation eBrief. Free to all pilots. Sign up at www.aopa.org/ebrief

First, fly AOPA

There's a phrase you've heard ever since you started flying: "First, fly the airplane."

I was reminded of that by a friend and fellow pilot as we were talking about the nation's economy, our challenging role in the world, and the unknowns of a new administration under President Obama. "Do what you've always done," he said, "Fly the airplane!"

What an appropriate metaphor for the threats and challenges we face today in general aviation, particularly if we change it a little to, "First, fly AOPA!"

I hope you feel that AOPA has been there for its members through good times and tough times. I've been a member for some 36 years, but this association is 70 years young! Think about that. Our founders established AOPA in the bleakest of times. We were in the midst of the Great Depression, the country was about to go to war, and the government was about to ban GA flying.

Our visionary founders realized that the economy would recover and so would general aviation, but GA needed a strong

organization to nurture and protect it. AOPA was founded to defend and promote general aviation, and to be a strong advocate for the citizens' right to fly.

Seven-zero years later, the story is much the same. The economy will recover, and history shows that GA will start to pull up sometime after the general recovery. With your continued membership, AOPA has the solid resources to nurture and defend GA even during these downtimes.

In my view, the greatest threat to our future is the lack of understanding about the role general aviation plays every day in the nation's transportation system. We are constantly working to strengthen our presence in Washington and beyond. AOPA's Campaign for General Aviation will enhance the perception of GA with lawmakers, opinion leaders and the general public.

But we need you. AOPA has always been there and will continue to be there for you to support your passion for aviation. So with the challenges ahead, I hope you will first, "Fly AOPA!"

AOPA
SEVEN ZERO
1939 - 2009

For more information on the Aircraft Owners and Pilots Association and the issues that affect your flying go to www.aopa.org today.

Seven Zero – Through Good Times & Bad

by AOPA President Craig Fuller

If you aren't worried about the economy, you must be the only one. The aviation industry has been particularly hard hit. Many manufacturers have scaled back production and furloughed or laid off employees. You've probably cut back your personal spending and maybe even your flying. The storm ahead looks very dark, but it will break. And I don't think I'm being naively optimistic.

When I first joined AOPA in 1973, the nation was in a recession. Remember the oil crisis? GA recovered with the rest of the nation. When I came to Washington in 1981 with President Reagan, the nation was once again in recession. Back then it was more than the general economy that was dragging down GA, but with some heavy lifting from AOPA, particularly the support for the General Aviation Revitalization Act, the industry came back again.

Consider the ultimate optimists, those Philadelphia lawyers and businessmen who founded AOPA in



Craig Fuller

the midst of the Great Depression 70 years ago – Seven Zero in pilot talk. And Seven Zero is an ongoing reminder that no matter what, general aviation continues, and AOPA is there for you and GA through good times and bad.

I had the AOPA staff do some research, and history tells us that GA follows the general economy. As consumer confidence starts to pick up, the number of new pilot certificates follows about 18 months later. Aircraft manufacturing lags a growing economy by about 18 months as well.

So we will come back.

And in some ways, things aren't so bad right now. Fuel prices have dropped significantly and insurance rates have declined as well. The good news/bad news is that hull values have declined, but that makes buying a used aircraft more affordable.

Even if you've had to cut back or cut out your flying for the moment, I hope you'll keep your passion for

general aviation. Stay connected, stay informed, stay interested. More than ever, AOPA will be there to keep you informed and involved. You'll be seeing much more on our Web site (aopa.org) including new blogs from me and AOPA writers and editors. And our new Aviation eBrief with all the news about GA five times a week will be available free to everyone (www.aopa.org/ebrief).

For Seven Zero years, AOPA has been there for you, and we'll be there in the future. Let's fly forward together. □



Aviation Fueling Equipment

"Service After The Sale"



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



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

E-Mail: sales@mnpetro.com
Phone: 763-780-5191
Toll-Free: 888-797-7677

Plane CDTM



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



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

1231 E. 9th • Edmond • OK • 73034

AOPA Looks Forward To Forging Strong Working Relationship With DOT Secretary Designate Ray LaHood

FREDERICK, MD. – The Aircraft Owners and Pilots Association has offered congratulations to retiring Illinois Congressman Ray LaHood following President-elect Barack Obama's announcement that LaHood is his choice to head the U.S. Department of Transportation.



Ray LaHood

In a letter to Rep. LaHood, AOPA President-elect Craig Fuller said, "I want to express our enthusiasm in working with you in shaping aviation policy that improves safety and supports the air transportation system that is vital to the nation's economy. Your background in Congress as a member of the House Aviation Subcommittee and the House Appropriations Committee gives you a special insight into the aviation industry and many of the issues we face. Your understanding of the importance of the economic impact of aviation is especially important as you take on this leadership role."

In announcing his choice, Obama called LaHood an "outstanding public servant." The president-elect said he was committed to finding the best person for the job, regardless of party. LaHood's appointment reflects that "bipartisan spirit that we need to reclaim in this country to make progress." He said LaHood has embodied bipartisanship "throughout all of his years of public service."

LaHood is a seven-term member of Congress who has served on the House Aviation Subcommittee, and currently is a member of the House Appropriations Committee. "That's a good sign for pilots," said AOPA President-elect Craig Fuller. "The Appropriations Committee has

adamantly opposed aviation user fees, and with that experience, his input at the White House should be helpful to general aviation. And his past efforts in supporting general aviation airports indicate that he understands the importance of general aviation to the national transportation infrastructure.

"If LaHood is confirmed as Transportation Secretary, AOPA would look forward to working closely with him to pick the right leader for the FAA and to address the challenges of aviation safety; modernizing the nation's air traffic control system; establishing a fair, long-term financing system; and responding to energy and environmental issues."

LaHood has been a leading advocate for improving the State of Illinois' transportation infrastructure, including being a proponent for improving local airports.

"We have a task before us to rebuild America," said LaHood. "I understand what good infrastructure and transportation means to local communities."

The moderate Republican is known for consensus building and has long-term relationships with both Obama and his chief of staff, Rahm Emanuel.

"That's a critical relationship in Washington," said Fuller. "It means

LaHood would have great access to the President and his full confidence."

House Transportation and Infrastructure Committee Chairman James Oberstar (D-Minn.) praised LaHood for his "legacy of civility, of decency, of bringing people together, of reaching consensus and reaching across party lines." He said that LaHood would be "an excellent, superb in fact, Secretary of Transportation.... What Ray LaHood brings to the department, and what the department needs, is managerial talent and the right temperament to get the job done," Oberstar added.

AOPA Great Lakes Regional Representative, Bill Blake, lives in Peoria, Illinois, and was the Director of the Illinois DOT Division of Aeronautics prior to joining AOPA. Blake said that he has known Ray LaHood for many years going back to when Bob Michel was his Congressman and LaHood was his top aide.

"Ray and I served on the Peoria Area Chamber of Commerce Board together in the 1980s," said Blake. "I have been a constituent of his for all of the years he has been in Congress, and have always found him accessible to consider your issue, whether it be narrow or broad in scope. I believe Ray to be a straight shooter, a consensus builder, a family man, a person who will listen to the arguments on all sides of an issue and then will exercise his own judgment in arriving at his decision." □

Become A Professional Pilot In Only 4 Months

Guaranteed Price!
One-On-One Instruction
Financial Aid Available

*The Demand For Pilots
Could Not Be Better!*

MN AVIATION, INC.
 Albert Lea, Minnesota
 800-829-5216 or 507-373-9265
www.mnaviation.info







FBO Sees Industry's Greatest Challenges As New Opportunities

by Dave Weiman



Tim Ashenfelter, President, ASI Jet Center and Modern Aero, located at Flying Cloud Airport, Eden Prairie, Minnesota.

The FBO business has always been challenging, with low profit margins, increasing federal regulations and industry instability. Now Homeland Security wants a piece of what little action there is, by proposing stiff security requirements for aircraft weighing 12,500 lbs. or more. Those who get into the FBO business do so for either their love of flying and a desire to make it a career; for the challenge to succeed where others have not; as a side business; or in an attempt to control fuel and aircraft maintenance costs for their own fleet or flight department. Seldom does anyone get rich, and those who are rewarded, put



NORTH STAR AVIATION
Mankato, Minnesota
507-625-6006
flymankato.com
Providing committed customer satisfaction since 1991.



The first credit union dedicated to air transportation. MN Branches: Apple Valley • Bloomington • Chisholm • Eagan • MSP
1 800 881-6801
www.wingsfinancial.com

Wings
FINANCIAL



(TOP) A Cessna Conquest undergoes non-destructive SID testing of its airframe.
(LOWER) ASI President Tim Ashenfelter (center) with sons Paul (left) and Tom (right).

(TOP) ASI Jet Center's new 35,000 sq. ft. corporate hangar complex can accommodate 17 jets.
(LOWER) Three generations of Ashenfelter pilots: (L/R) Tim, Bruce and Tom Ashenfelter standing by the family's 1943 North American SNJ-4 at EAA AirVenture.

in their time and make significant investments.

One company, which has figured out a way to survive and remain profitable, is **ASI Jet Center**, located at Flying Cloud Airport (FCM)* in the Minneapolis, Minnesota suburb of Eden Prairie. But don't let the company name

give you the impression that "jets" are their only customers. "Piston" aircraft remain very much the company's bread and butter through new aircraft sales by three major manufacturers, and factory-authorized service for these manufacturers and others. "We may grow and expand in

Minnesota Aviation Industry News Is Sponsored By The Minnesota Aviation Trades Association & The Following Businesses

- | | | |
|-----------------------------------------------|--------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| ★ Academy College
Minneapolis, Minnesota | ★ Minn. Aviation Trades Ass'n
Inver Grove Heights, Minn. | ★ Thunderbird Aviation
Flying Cloud (FCM) Eden Prairie,
& Mpls. Crystal (MIC), Minn. |
| ★ Avfuel
Sioux Falls, S.D. | ★ NationAir Insurance
Eden Prairie, Minnesota | ★ Trimcraft Aviation
Genoa City, Wisconsin |
| ★ B2W/Win Air
Winona, Minnesota | ★ North Star Aviation
Mankato, Minnesota | ★ USAIG
Minneapolis, Minnesota |
| ★ Bolduc Aviation
Blaine, Minnesota | ★ Regent Aviation, Inc.
St. Paul, Minnesota | ★ Wings Financial
Bloomington, Minnesota |
| ★ Midwest Flyer Magazine
Oregon, Wisconsin | ★ Reigel & Associates, Ltd.
Aero Legal Services
Hopkins, Minnesota | ★ Wright Aero, Inc.
Maple Lake, Minnesota |

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



MINNESOTA AVIATION TRADES ASSOCIATION
The Voice of Minnesota Aviation Since 1945

Membership Open To All
Fixed Base Operations & Support Services

JOIN TODAY!

Refer To:
www.mnataonline.net
or contact Mike Higgins
at mike@exclusiveaviation.com
651-450-6200

the jet market, but we will never leave our piston roots,” said ASI Jet Center President and CEO Tim Ashenfelter. “Pistons are good business, and provide a ‘feeder’ for owners to move up to larger aircraft.”

That philosophy, combined with ASI Jet Center’s reputation and emphasis on repeat business, has paid big dividends. Just ask the customer who has purchased 7 planes from ASI Jet Center since 1985. His first airplane was a Beech Travel Air, and he now owns an F33A Bonanza for recreation and a Citation Jet for business.

Son Like Father, Father Like Son

Tim Ashenfelter’s father, Bruce Ashenfelter, a former executive at Johnson Controls in Milwaukee, was influential in Tim’s decision to learn to fly; and Tim was influential in getting his father into the FBO business upon his retirement. Bruce Ashenfelter owned “Kettle Moraine Aviation” in Hartford, Wis. for 10 years before finally retiring in 1995.

Tim Ashenfelter worked as a heavy equipment salesman for Cummins Diesel Sales, Inc. and Road Machinery & Supplies Company from 1977 to 1983, where he flew his own Beech B58 Baron throughout the Midwest calling on clients. The aircraft was based at Flying Cloud and serviced by Les Lewis, who owned **Modern Aero, Inc.** Modern Aero was strictly an aircraft maintenance business. Then in the 1980s, due to a lack of marketing and increased competition, Modern Aero was not bringing in new customers, and business was on the decline. So in 1983, Ashenfelter offered to match Lewis with a \$5,000.00 investment and together with only six employees, they created the flying part of the business, which was called **Aero Services, Inc.** (ASI).

“Since then, the business has grown at a gradual, steady and healthy rate, and has endured challenging times,” said Ashenfelter, who bought



(L/R) Tim Ashenfelter with his award-winning aircraft maintenance technician, Oscar May, who has been with Modern Aero since 1967.

out his partner in 1987. Ashenfelter holds an instrument rating, single and multi-engine ratings, and is type rated in the Cessna Citation Jet. He has 5,000 hours total flight time.

A New Product Line

Each challenge has presented a new opportunity, according to Ashenfelter. Changes in direction among the aircraft manufacturers ASI Jet Center has represented have presented the company with the greatest challenges, and the greatest opportunities. As a result, ASI Jet Center has had to *reinvent* itself several times during the past 25 years.

For instance, “Mooney Aircraft manufactures a good airplane,” says Ashenfelter, “but the company has filed bankruptcy twice, and now sells factory direct,” which left all of its dealers like ASI Jet Center out in the cold, and with inventory they had to sell at a loss. ASI has also been a parts distributor for Piper, selling as much as \$2.5 million a year until 1992 when Piper began distributing exclusively through its eight (8) U.S. authorized Piper distributors. Cessna also reduced its number of single-engine Cessna Sales Team Authorized

Representatives (CSTARs) in 2001, which eliminated one more source of sales for ASI. And then came the events of 9-11, which completely shut down general aviation for weeks. But each time ASI was challenged, it rebounded with new ideas, new product, and renewed enthusiasm!

Current Product Line

While ASI Jet Center no longer sells **Mooney Aircraft**, ASI Jet Center’s sister company – Modern Aero – continues to be an authorized service center for the fast and popular single-engine piston aircraft.

Modern Aero may no longer be a parts distributor for **Piper Aircraft**, but it continues to be an authorized service center. In addition, ASI Jet Center has been the Twin Cities metro representative for Des Moines Flying Service since 1985, and is selling more high-end aircraft like the Malibu Mirage, Meridian and Matrix, and the new “PiperJet.”

As for representing **Cessna Aircraft**, ASI Jet Center may have lost the light single-engine piston line, but has been the area sales representative (ASR) for the higher-end Cessna Caravan since 1996. ASI Jet Center’s territory for the Caravan covers Minnesota, northern and western Wisconsin, North Dakota, South Dakota, and Iowa. At \$2 million per aircraft, the Caravan has been profitable for ASI Jet Center, and they sell between two and five aircraft each year. ASI Jet Center has also become one of the largest dealers of pre-owned Cessna Citations in the Upper Midwest. Two of the four aircraft salesmen are devoted to the pre-owned Citation market, both in brokering and selling the aircraft as a dealer. At press time, ASI Jet Center’s inventory consisted of a 2003 CJ1, a brokered 2007 CJ3, a 1999 Citation Bravo, and a 1995 Citation Ultra. In addition, ASI Jet Center’s sister company, Modern Aero, is the only Citation-focused service facility in Minnesota, and is a great alternative

for operators in the Midwest who do not want to fly to Milwaukee or Wichita to a Citation Service Center.

Diamond Aircraft has been a bright star for ASI Jet Center as well with one of the fastest growing line of single and twin-engine aircraft, and now a “personal jet.”

Diamond started with the two-place DA20 Eclipse and four-place DA40 Star, and is now marketing the new DA40XLS, which features the much talked about synthetic vision and “Garmin G1000” glass panel. Another single-engine model that is being developed is the DA50 Super Star.

Diamond’s twin-engine, the Diamond DA42 Twin Star, has also been a good seller for ASI Jet Center. Its liquid cooled, turbo-charged, 135 hp Thielert diesel engines eliminate shock-cooling problems, and flies on one engine without the yaw problems associated with most twins. The Twin Star features Fully Automatic Digital Engine Controls (FADEC).

Unfortunately, Thielert is in bankruptcy, but the company has stabilized and will likely soon be sold. In the meantime, Diamond Aircraft is offering Twin Star buyers the option of installing the popular Lycoming IO-360 180 hp “gasoline” engine, or waiting until 2010 for the new 170 hp Austro diesel engine, which uses the same block as the Thielert. A consortium of manufacturers including Diamond, Bosch and Mercedes Benz is building the Austro engine.

The Lycoming-equipped Twin Star has a maximum performance cruise speed of 180 KTAS at 12,000 feet, and a service ceiling of 20,000 feet. The Austro-equipped Twin Star has a maximum performance speed of 192 KTAS at 14,000 feet, and a cruise speed of 184 KTAS, also at 14,000 ft.

Increased fuel costs are the newest hurdles to overcome in the industry, but fuel-efficient jets that will be coming on the market, like the Diamond Aircraft **D-Jet**, Piper Aircraft **PiperJet**, and Honda

Aircraft **HondaJet**, will be fuel-efficient and will provide ASI Jet Center with an expanded product line. ASI Jet Center’s Diamond Aircraft distributorship covers Minnesota, Wisconsin, North Dakota, South Dakota, Montana and Iowa. ASI Jet Center is the Twin Cities representative for the PiperJet for *Des Moines Flying Service*, Des Moines, Iowa, and for the HondaJet for *HondaJet Midwest* in Aurora, Illinois.

A New Name

Part of reinventing the company was in changing its name from ASI to “ASI Jet Center” to reflect the times.

With a new, longer 5,000 ft. runway under construction at Flying Cloud Airport, and the increased use of jet aircraft in general aviation, Ashenfelter feels that the new name fits well with the expanded image of the airport as a reliever to Minneapolis-St. Paul International Airport (MSP), especially for corporate aircraft. But he vows to continue to serve grassroots aviation and the little guy!

ASI Jet Center’s Facilities

Hangar by hangar, ASI Jet Center has gradually increased its square footage over the years to over 100,000 sq. feet, starting in 1985 with the original 10,000 sq. ft. hangar owned by **Modern Aero**. The big boost came in 1991 when ASI Jet Center bought the “Planes of Fame” hangars from industrialist Bob Pond when he moved his private collection of World War II aircraft from Minneapolis to Palm Springs, Calif. Sadly, Pond passed away in 2008, but in his lifetime, he made major contributions to aviation through his museum, involvement in air racing and the motion picture industry, and by selling his hangars to ASI Jet Center so they could expand.

“Bob helped ASI Jet Center and Modern Aero get to where the companies are today by adding an additional 28,000 sq. feet of hangar

space for maintenance alone,” said Ashenfelter. Another big boost came in 2005 when ASI Jet Center invested \$2.5 million and built a 35,000 sq. ft. hangar complex. The new hangar, which measures 185 X 185 feet, features space for 17 corporate aircraft, an executive conference room, lobby for receiving passengers, and a car wash. Plans are already underway to build a second corporate hangar.

“When the pilots and passengers of corporate-based aircraft arrive at ASI Jet Center to depart for the day, we park their cars in the heated hangar and wash them before they get back,” said Ashenfelter. “In fact in the wintertime, the flight crews will call us at least 30 minutes out, and we’ll have their cars warmed up and waiting for them when they arrive.”

The new hangar complex is used solely for upper-end corporate aircraft, so the risk of hangar rash is drastically reduced. Customers like that, and so does ASI Jet Center’s insurance carrier.

Aircraft Maintenance

As a Cessna Service Center, Modern Aero is authorized to perform maintenance on all Cessna single and multi-engine piston aircraft, and propjets including the Conquest and Caravan. Modern Aero also specializes in maintaining Cessna Citations, Piper Cheyennes and Beech King Airs.

A big part of Modern Aero’s turboprop maintenance business today is in completing the Airworthiness Directive on the Conquest I and II, requiring non-destructive Supplemental Inspection Document (SID) testing of airframes to find any cracks in the metal. It is an expensive process, sometimes requiring as many as 1900 man-hours to complete, including necessary repairs, and can cost as much as \$200,000.

“The Conquest II is such a fast and efficient aircraft that it’s worth doing,”

CONTINUED ON PAGE 39



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

Gary E. Workman, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

Mail Stop 410 • 222 East Plato Boulevard • St. Paul, MN 55107-1618
651-234-7200 or (toll free) 1-800-657-3922

A Long, Cold Winter - Spring In Sight!

by Gary Workman

Director, MnDOT Office of Aeronautics

The end of the long grip of winter is within sight. Already we can feel the difference with longer daylight hours and increasing numbers of days with not-so-cold temperatures. Now is the time when we look forward to the renewal of spring and to warm sunny days. It is also the time of the year when winter-bound pilots begin to get the urge to get back into the air.



Gary Workman

This is a great time to begin your preparations for yourself and your airplane to return to the air. But before you fly, please ask yourself the following questions:

1. Do I have a current flight physical and am I in good health?
2. When was my aircraft last inspected?
3. When did I last attend an FAA safety seminar?
4. Am I up to speed on all the current changes in rules, regulations and safety practices?
5. Am I truly ready and fully prepared to fly?

If you answer NO to any of the questions, then you know what needs to be done to help complete your preparations.

We want to make this the safest year ever. You can be a part of that success by being fully prepared before you fly, and that includes participating in FAA safety seminars; reviewing the FARs and Airman's Information Manual; making sure you and your aircraft are physically ready and able to safely fly; always being alert when on the ground to avoid or prevent runway incursions; and being alert to your route of flight if near or through military airspace.

Of course there are many more points to be considered and this was not meant to be all-inclusive. My point is to re-awaken those thoughts in you about safe flying practices and urge you to start your preparations early. That way you won't be rushed, and you will continue to make safe flying practices a number one priority, especially after a long, cold winter. □

The Importance of Marketing For Your Airport's Future

The success of any business or service organization for instance, depends in part on just how well that business or organization markets what it has to offer. Airports are no different. They, too, need to let people know what the airport has to offer to all segments of the markets they wish to attract. But with budgets slashed everywhere, what can an airport do to market itself?

Though having a budget for marketing is ideal and important, many airports cannot afford to take funds away from things like general maintenance and upgrades of their facilities. The good news is that marketing does not have to be a costly effort that may seem like a drain on



Litchfield Municipal Airport (LJF)
Litchfield, Minnesota

MINNESOTA

Aviation Maintenance Technician Conference

Celebrating
40
years of
Aviation Maintenance Education

MARCH 16 - 17, 2009

Crowne Plaza Saint Paul Riverfront
11 East Kellogg Boulevard | Saint Paul MN

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

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

MARKETING FOR YOUR AIRPORT CONTINUED

the operating budget. In fact a number of marketing efforts are essentially free. Business book author April Guy, says "Never underestimate the power of even the smallest marketing promotion. As long as it's smart and on target, the smallest marketing promotion can make a huge impact."

It is important to start your thinking with the understanding that airport promotion can never be truly successful in winning the support of customers, community, and community leaders by simply holding a pancake breakfast once a year. To attain true success, airport promotion must be an organized and ongoing practice.

Jay Conrad Levinson, author of *Guerilla Marketing*, said "Marketing is not an event, but a process... It has a beginning, a middle, but never an end, for it is a process. You improve it, perfect it, change it, even pause it. But you never stop it completely. Truly creative marketing (sic) takes into consideration the lifetime value of a customer, rather than the instant gratification of a quick sale."

"If you don't develop a strategy of your own, you become a part of someone else's strategy." Alvin

Toffler, futurist and author.

Successfully marketing anything requires a clear marketing strategy and a sound marketing plan. Author C. J. Hayden said in a recent discussion posted on the Internet, "The main purpose of marketing strategies like public speaking, writing articles, getting publicity, networking, promotional events, and advertising, is to gain visibility." She added, "Why do you want to be visible? It's not just so people will know who you are and what you do...it's so they will do business with you."

If your airport has, or had, vision and mission statements that are more than a few years old, take a long look at them. Ask yourself if that vision statement accurately represents the business you are currently trying to build. Then ask yourself why you were going in that direction. Now look at your mission statement. A mission statement sets forth the reason or purpose that the business (airport) exists. It is also a definition of "why" the airport currently exists and should be an accurate description of what the airport does.

Whatever the case, it may be time to recreate your vision and mission

statements. Write down your vision of a successful airport or airport business. Think about where you want it to be in the future. Let the new vision statement inspire you to work toward a bolder, brighter future for your airport and for maximizing the benefits your airport brings to your community.

Obviously an article of this length cannot adequately guide your total efforts. It is simply a beginning point to get you started. There are literally dozens of resources available at no cost as well as for purchase that will be very helpful in your strategy and plan development. They can be easily located at your local library, or on the Internet.

Whether you are an airport owner, manager, employee, or a city leader responsible for the overall health and growth of your airport, you can contribute to its success by using well-developed marketing strategies and a sound marketing plan. Keep in mind this quotation that was given at the International Air Transport Association (IATA) Conference in 2005: "Market your airport to meet and exceed the needs of your customers and business partners." Also remember, you are marketing your airport's future. □

Aviation Maintenance Conference To Feature Aviation Jobs Nationwide

ST. PAUL, MINN. – The 2009 Minnesota Aviation Maintenance Conference, cosponsored by the Minnesota Department of Transportation (Mn/DOT), Office of Aeronautics and the Federal Aviation Administration, will be held March 16-17 at the Crowne Plaza St. Paul Riverfront Hotel in St. Paul, Minnesota. Detailed information and registration forms can be found at <http://www.dot.state.mn.us/aero/>. Click on the blue "Maintenance Conference" icon on the left side of the page.

Conference attendees will have the opportunity to participate in continuing education classes, visit with exhibitors and aviation industry employers, experience networking

opportunities, and complete their Inspection Authorization renewal on site. "More than 500 people are expected to attend," said conference organizer Landice Wilson. "We are thrilled to have employers on site and many jobs to potentially be offered during this conference. The conference continues to grow and retains its international flair with participants and exhibitors from Canada, and all over the United States," she added. Industry representatives who understand the value and importance of continuing safety education generously sponsor select sessions and breaks.

As many as 50 high school students are expected to participate in the conference and will have

the opportunity to meet with aviation business professionals, listen to aviation speakers, and explore quality, affordable aviation education at Minnesota colleges and universities. Students will also have the opportunity to speak to working mechanics, pilots and other aviation industry people about their career fields.

The Crowne Plaza St. Paul Riverfront Hotel is located at 11 Kellogg Blvd. in St. Paul. The conference location is within two blocks of additional restaurants, shopping and local entertainment.

For information on attending or registering on line, go to: <http://www.regonline.com/Checkin.asp?EventId=660287>, or contact Landice Wilson, at 1-800-657-3922. □

A Key To Safe Flight

by Dan McDowell

Flying solo is like dancing. It requires some specific movements, but also allows a certain amount of freedom of expression. We see this at any airshow where top aerobatic pilots fling their rugged craft through seemingly impossible gyrations, sometimes tumbling on the edge of the control envelope and seemingly defying all the laws of physics. Yet each movement is well planned and flows beautifully into the next, as if dancing in the air.

When a partner is added (as



Dan McDowell

in another aircraft for example), one element of the dance becomes more important than almost all the others. That is the element of clear communication. Think for a moment how vitally important it is for the flight leaders of the premier jet aerobatic teams to quickly, and clearly, communicate information or instructions to their team. We all know the result when communication is unclear and things are happening very quickly. It can often end in disaster.

It is important to think before you speak so that when you do say something, you can say it clearly and concisely.

Imagine a conversation with a student pilot that is full of “ums” and “ahs.” The student is hesitant and uncertain. It is as if he/she doesn’t know what to say or has “mike-

fright.” In fact all those things and more may be at work in that scenario. But you can imagine how long it seemed to take the individual to say something. You can also imagine how difficult it could be to know what he/she wanted or needed. That makes one wonder how controllers are able to figure out radio transmissions so quickly, and they have to be right when they respond!

So when you fly, plan ahead. Think about where and when you will most likely have to communicate! Practice in your mind what you will likely say. Then ask yourself, is it clear? Can I clarify with better wording or fewer words, what I really mean? Can I improve my communications? The answers are probably ‘yes’ for most pilots. Clear communication is an important key to safe flight. □

PEOPLE IN THE NEWS

Willmar Air Service Changes Hands After 63 Years



John and Mary Jane Rice with their son-in-law, Bruce Jaeger.

WILLMAR, MINN. – Willmar Air Service, which has been owned by the same family since 1945, was sold effective October 24, 2008. The company was founded by John and Mary Jane Rice, and owned and operated by their son-in-law, Bruce Jaeger, from 1979-2008. The new owners are Brian and Marney Negen of Benson, Minn. Brian Negen has

been an aircraft technician at Willmar Air Service since 1997. The company will continue to operate as Willmar Air Service, but under the corporate name Maximum Cruise.

Willmar Air Service, the oldest fixed base operation in Minnesota, has specialized in Mooney aircraft sales and service since 1956. The company was a Mooney sales center

until 1988, and a sales agent from 1988-1991, and continues to sell used Mooney aircraft today. Willmar Air Service was a Lancair and Columbia Aircraft sales facility from 2000 to 2007 when Cessna Aircraft purchased the manufacturer and incorporated the aircraft within its existing sales network.

Bruce Jaeger has agreed to stay on at Willmar Air Service as its used aircraft sales manager and flight instructor, responsible for Mooney instruction and recurrent training. He has logged more than 14,000 flight hours, including more than 3,500 hours as a flight instructor.

In addition to specializing in Mooney Aircraft service and used aircraft sales, Willmar Air Service is now specializing in Piper Navajo maintenance, and fuel tank repairs for Integral Fuel Tanks for Mooney and Piper aircraft, and Thrush agricultural aircraft. Willmar Air Service is also doing aircraft interiors.

For additional information, see www.willmarairservice.com, or call 1-800-279-1545. □

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

Judy Egnor

*Office Operations Associate
WISDOT Bureau of Aeronautics*

Judy Egnor joined the Wisconsin Department of Transportation Bureau of Aeronautics in June of 1998 as a receptionist. In September 1999, she accepted a permanent full-time position with the bureau as an Office Operations Associate.


Judy's role with the bureau involves developing and maintaining the bureau's web pages, including the Wisconsin "fly-in" list, seminar registrations, airport bid information and more. Visit the bureau's web pages at www.dot.wisconsin.gov/modes/air.htm.



Judy Egnor

Judy's duties also include assisting in the aeronautics bid process by mailing out the bid approval letter, recording the bids and posting the results on the Internet. Judy's customer service efforts can also be seen in her efforts to help coordinate the flight instructor seminars, engineers workshop, and sponsor workshop. From the invitation to the closing of the seminar, Judy is there to assist bureau staff and attendees, to make sure the seminar is a success.

The bureau also relies on Judy to help with the bureau's participation in the Experimental Aircraft Association (EAA) AirVenture in Oshkosh, Wis., held each year in July. Working as a liaison between many different aviation customers and bureau staff, Judy provides the skills and leadership needed for this weeklong event.

Judy Egnor resides in Sauk City, Wisconsin with her three children: Dallas and daughter-in-law Amanda, Bill, and Tanya. 

WSI Pilotbrief Online... Wisconsin's New Weather Briefing System

by Jeffery Taylor

WisDOT Aviation Consultant

To help pilots make better weather decisions and assist our mission of improving aviation safety, the Wisconsin Bureau of Aeronautics is pleased to provide a new weather system, "WSI Pilotbrief Online," to all Wisconsin pilots. WSI Pilotbrief Online is consistently ranked the highest in polls of pilots for its ease of use and quality of graphics. Pilotbrief Online is fully FAA QICP certified, which means the system meets the FAA's requirements for reliability, accuracy and timeliness.

Why is FAA QICP certification important? On one hand, it is an indication of the quality of the briefing system; on the other hand, it makes a difference in how you initially use the system.



Jeffery Taylor

Have you noticed that some locations require you to log on or provide a tail number? Of the 92 airports that have a Pilotbrief Online installed, 70 receive their data through



the Internet. These systems require you to log on to comply with the FAA's record keeping requirements for QICP qualified systems. With the other, satellite-based systems, no log on is required since data can only be received from, not sent to WSI.

An Internet-based system allows you to log on at home and set your preferences under the "My Briefing" tab. When you go to an airport system that has Internet delivery, your preferences will be available there also. This allows you to file flight plans and have a consistent display of information between home and the airport. This is one of the most requested features we have received.

One of the most innovative features of the Internet-based system is under the "Interactive" tab. This feature allows you to layer various levels of weather data on the display screen.

Three drop-down menus enable you to control, which layers you display. By clicking on the "layers" menu, you can depict Sigmets, Convective Sigmets, METARS, TFRs and watch boxes. Once the layers have been selected, mouse over the highlighted graphics or airports, and up pops the relevant text information.

Other drop-down menus let you select radar and satellite image overlays, which include Bahamian and Canadian radar imagery, and low or high altitude airways, terrain, and roads.

A flight plan routing tool depicts the most recent clearances issued by ATC for your route. Type in the departure and destination airports, and a list of recent routes appears in another drop down menu. Select the one you want, and the route plots on the screen. You can zoom in and out on the map display at any time, using the mouse thumbwheel or a zoom slider on the left of the screen. You can also pan the map all the way around the world if you wish. For text information for your route, click on "Go to Briefing" and a text briefing will display.

In the extensive "Help" area, you will find a variety of information to help you learn many features of the new system. Also look for downloadable training documentation to be available in the near future.

Home Access

Wisconsin certificated pilots can visit the Department of Transportation Web site at <http://www.dot.wisconsin.gov/travel/air/weather-access.htm> and click the link WSI PilotBrief Online. This will take you to the registration page to sign up for access to PilotBrief Online. After you complete the registration page, a password will be emailed to you for access to complete weather information from your home or work computer.

As with any change, there will be a transition as we all learn how to use a new system. We have found PilotBrief Online to be a very capable system and easy to learn. □

Red Wing Aeroplane
Maintenance Specialists For Jet & Piston Aircraft




- FAA Certified Unlimited Class 3 Repair Station
- Aircraft Inspections
- Dynamic Prop Balancing
- Aircraft Weighing
- Sheet Metal Repair
- Pitot-Static Transponder Checks

- Factory Trained Technicians for Pratt & Whitney JT15, TCM & LYC Engines, & Mooney Aircraft



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

Red Wing, Minnesota
FAA Certified CRS# R3WR714J



**AIRCRAFT
PROPELLER
SERVICE, INC.** (800) 323-4130

From
Transports
to Trainers

The Spin Starts Here

CRS EY2R811K



Ask Us About
the New
PCU5000!

EASA.145.5126

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

Wisconsin DOT To Cosponsor Chart Smart Seminars

The Wisconsin DOT Bureau of Aeronautics is co-sponsoring with the FAASafety team informative seminars focused on aeronautical charts. This dynamic, entertaining and educational program is presented by the premiere cartographer himself, Richard Neher, from the Aeronautical Charting Office in Washington, D.C. Whether you use paper charts, GPS, MFD or EFB, after this program you will look down at the earth in a whole new way. The presentation is educational in nature and encourages flight safety. It covers a broad range of

chart knowledge and aeronautical information products. It highlights current chart changes and calls attention to the importance of flying with current charts.

Aeronautical charts and publications contain a wealth of information – most of it never taught, or taught but soon forgotten. Nevertheless it is information that can save you time, money, frustration, and in some cases your life. Topics include a comprehensive review of airport data, airspace, obstructions, and chart reading techniques with a demonstration on how not to wrestle

with a chart in the cockpit. During the group oral “Chart Quiz,” tough questions will be asked and answered like.... What am I flying over? Whose airspace am I in? How can I avoid TFRs? Why do I get lost, even when I have the chart right in front of me? This informative and interactive seminar will answer these questions and provide you with an opportunity to ask your own.

The Chart Seminar is a two-hour presentation that qualifies for credit with the FAA WINGS Pilot Proficiency Program. Seminars will be held in the Milwaukee area, Madison, Eau Claire and Oshkosh the last week in March. Check FAASafety.gov for specific times and locations. □

Spring Safety Seminars

by Jeff Taylor
WisDOT Aviation Consultant

For over 40 years, the Wisconsin 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 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 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>. □

SCHOLARSHIPS

Wisconsin Aviation Hall of Fame Names Scholarship Recipients

by Tom Thomas
WAHF Committee Member

OSHKOSH, WIS. – The Wisconsin Aviation Hall of Fame (WAHF) awarded scholarships to three students at its 2008 investiture ceremonies, October 25, at the EAA AirVenture Museum in Oshkosh, Wis. Recipients are Mathew Wittenwyler and Ryan Johnson of Blackhawk Technical College, Janesville, Wis., and Jordan Valiga of Fox Valley Technical



(L/R) Jordan Valiga, Ryan Johnson, and Mathew Wittenwyler.

College, Appleton, Wis.

Mathew Wittenwyler is studying to become an aircraft maintenance technician and was chosen to receive the “Carl Guell Memorial Scholarship” in the amount of \$1,000. Ryan Johnson is studying to become an Airframe and Powerplant Mechanic with Inspection Authorization and was chosen to receive the “Jerome Ripp Memorial Scholarship” in the amount of \$500. Jordan Valiga is studying both aviation maintenance and aircraft electronics and was chosen to receive the “Thiessen Field Scholarship” in the amount of \$500. □

ASI JET CENTER FROM PAGE 31

said Ashenfelter. "Once the inspection has been completed, the aircraft will be worth as much as \$2 million, and up to \$1.2 million for the Conquest I." With 460 Conquests still flying, and only five shops in the country authorized to conduct the inspections, Modern Aero will be kept busy for many years to come. Modern Aero has five aircraft technicians devoted to this project alone, disassembling and assembling the airframe. Twin City Testing in St. Paul, Minn., does the actual non-destructive testing.

In all, Modern Aero employs 20 technicians between the aircraft maintenance, parts, and avionics departments, and ASI Jet Center employs another 41 employees.

Ron Dass has inspection authorization at Modern Aero. Oscar May, recipient of the FAA "Charles Taylor Award" for excellence in aircraft maintenance, has been with the company since it was founded on November 28, 1967. May trains Modern Aero's technicians and keeps track of "the FAA regs," as he calls them. Joe Frisolone is the senior vice president in charge of aircraft maintenance, avionics, and parts. Rick Moline is the chief inspector. Will Hale is the new business development and parts department manager.

Aircraft Management Services

Managing aircraft for Twin Cities businesses is becoming a larger part of ASI Jet Center's business. Presently, ASI Jet Center manages nine turbine and jet aircraft, including a Pilatus PC 12, two Conquest IIs, two King Air 90s, and a Citation CJ1, CJ3, II, and Bravo. As aircraft managers, ASI Jet Center can do everything for an owner including aircraft acquisition, crewing, scheduling, maintenance, insurance, and hangaring. In essence, ASI Jet Center acts as the owner's "flight department" at a fraction of the cost of having their own. ASI discontinued its charter department in 1993, but due to increased demand, reinstated

its certificate in 2003. Ashenfelter feels that the charter department at ASI Jet Center complements its aircraft management and aircraft sales departments, and provides an essential backup service for corporate-based customers.

During the past year, ASI Jet Center has added a Citation CJ1 to its Part 135 charter certificate. The FAA approval process took almost a year to complete because of administrative requirements. Other charter aircraft include two King Air C-90s, providing a broad range of aircraft to choose from. ASI Jet Center employs six full-time pilots between the charter and aircraft management departments, who have been trained at Flight Safety International on all Citation models from the C-500, C-525 series, C-550, C-560, and C-560XL series.

Family Involvement

ASI Jet Center and Modern Aero are "family" businesses, with dad "Tim" at the helm, mom "Joanne" on the board, and sons "Paul" and "Tom" involved in sales and management.

"It's real fun working with my sons, but it was important that they had the experience working for someone else before joining the company," said Tim Ashenfelter.

"None of us make a lot of money, but flying is in our blood, and in the blood of our employees, and we feel good that we have created jobs for 61 families."

Paul and Tom Ashenfelter started working in the business when they were 16 years old, during summer vacation, at nights and on weekends, in the most important position in the company, "the line!"

"The line person is the first and last person our customers see, and the person a pilot will likely have the most interaction with," said Ashenfelter, "whether they are based at ASI Jet Center or a transient pilot."

Paul Ashenfelter, 28, has a Business Degree in Finance from the University of St. Thomas in St. Paul.

Upon graduation, Paul worked for another company before accepting a position with ASI Jet Center. He is the company's assistant general manager, and is also in charge of charter and aircraft management.

Tom Ashenfelter, 25, also graduated from the University of St. Thomas with a Business Degree in Marketing. Tom was a motorcycle salesman with a Minneapolis firm until joining ASI Jet Center as a marketing representative. He is now in aircraft sales, specializing in Diamond Aircraft. A pilot since his 18th birthday, Tom is working on advanced ratings so he is qualified to fly all company aircraft.

Tim Ashenfelter's wife, Joanne, is on the ASI Jet Center board of directors, but works for General Mills as a home economist. It is Joanne's background as an interior decorator that helped in the remodeling of the old facilities, and in designing the interior of the new corporate hangar complex.

Tim and Joanne Ashenfelter's daughter, Christine, is the only child who is not yet involved in the business, but this may change. She currently works as an account manager for J.L. Buchanon Company, working exclusively with Target in Minneapolis.

So what does an aviation professional do when he is not working? Sleep, is the most common answer, but Tim Ashenfelter prefers to fly to Madeline Island in Lake Superior where he has a 40 ft. yacht.

For additional information on ASI Jet Center, see their website at www.asijetcenter.com, or call 952-941-6255. For additional information on Modern Aero, see their website at www.modernaero.com, or call 952-941-2595.

*Flying Cloud Airport (FCM) has an FAA air traffic control tower, and is presently undergoing construction of a new 5,000 ft. runway. Traffic counts make FCM the 147th busiest airport in the country among the 501 towered airports with 115,703 operations in 2008. The airport is one of six general aviation reliever airports to Minneapolis-St. Paul International Airport (MSP) and is home to five FBOs. □



WATA *Difference*

WISCONSIN AVIATION TRADES ASSOCIATION



Milwaukee's Cessna Citation Service Center...

Working Around The Clock, 7 Days A Week!

by Dave Weiman

(TOP LEFT PHOTO) Paul Boucher, General Manager of the Cessna Citation Service Center in Milwaukee, Wis. with pilot Peter Laper of the Oldenburg Group.

MILWAUKEE, WIS. – While there are literally thousands of aircraft



Visit us at cwa-fbo.com

Our Hours are Everyday
4:30 am to 10:00 pm
Give us a call
if you need us later
715-693-6111

Centrally located at
Central Wisconsin Airport (KCWA)
Between Wausau & Stevens Point

Flight Instruction
Private through ATP
Accelerated Courses
Financing Available

Aircraft Maintenance
100 hr/Annual Inspections
Oil Changes
Major & Minor Repairs
And
Everything in between

Rental Aircraft
2002 Cessna 172SP
Discounted Block Rates



Jet A (Volume Discounts)
100LL
Aircraft Detailing
Courtesy & Rental Cars
Hotel Reservations

Home Base For



maintenance shops around the country that can maintain small single and twin piston aircraft, many shops are getting specialized in make and model and service a particular region. One such maintenance facility is the Cessna Citation Service Center, which specializes in Cessna Citation jets.

Ten Cessna-owned Citation Service Centers around the world provide maintenance, inspections, parts, repairs, modifications, equipment installations, refurbishment and other specialized services. Centers are located in Wichita, Kansas; Sacramento, Calif.; Orlando, Fla.; Newburgh, N.Y.; Long Beach, Calif.; Toledo, Ohio; San Antonio, Texas; Greensboro, N.C.; Paris, France; and Milwaukee, Wis. In addition, there are 17 Authorized Citation Service Centers throughout the world. U.S. locations include Alton, Ill.; Battle Creek, Mich.; Dallas, Texas; Grand Junction, Colo.; Lincoln, Neb.; and Portland, Oregon. Worldwide, there are 11 Authorized Citation Service Centers in Ontario, Canada; Brazil, Mexico, Paraguay, Germany, Switzerland, England, Italy, Austria, Australia, and South Africa.

To supplement Cessna Citation Service Centers and Authorized Citation Service Centers, there are Authorized Citation Service "Stations" in Australia, Colombia, Venezuela, Chile, Singapore, Argentina, and Japan.

The Milwaukee Citation Service Center is a 45,715 square foot facility located on the southwest corner at General Mitchell International Airport, and is dedicated to the support of Citation aircraft in the upper Midwest. The facility can accommodate up to 13 jets, and is well staffed by 81 employees with technicians working 24 hours a day, 7 days a week, and the reason is obvious: downtime is expensive for corporations that depend on their aircraft.

Managing the Cessna Citation Service Center in Milwaukee is Paul Boucher, who was born and raised in the area. Boucher is a 1993 graduate of Gateway Technical College in Kenosha, Wis., and holds an Airframe & Powerplant Certificate.

Boucher went to work for Cessna immediately upon graduation, and has progressively worked through the ranks, cleaning aircraft his first year, working as a technician from 1994-2000, in sales and marketing in 2000, as a maintenance manager in 2001, and as the general manager beginning in 2007.

Boucher and his team have received specialized training at Flight Safety International.

Citations have specific maintenance schedules involving different procedures on different components of the aircraft. There are 150-hour regular inspections, 300-hour moderate inspections, and 1200-hour major inspections.

Aircraft can operate under a Maintenance Steering Group (MSG), and inspections are broken up into different chunks of work to eliminate unnecessary inspection items.

With the Citation ProAdvantage Programs, accurate budget forecasting is as simple as averaging an operator's accrual of flight hours. Program expenses are based on that one figure, providing a fixed monthly cost, which covers the aircraft virtually nose to tail. With this level of predictability, planning maintenance expenditures can be done months - even years - in advance.

Depending on the aircraft, Citations can have either a Rolls Royce and Williams jet engine. Most of the avionics are "Collins," and each service center has its own avionics department.

Citation Parts Distribution (CPD) supplies parts worldwide to aircraft owners, operators, fixed base operators, and service centers. CPD is also the place to call for information on ProParts and PowerAdvantage, two of the fastest growing aircraft cost of operations programs in the world. For additional information call 316-517-1001.

Milwaukee is expecting to receive a "mobile service center" in 2010, so technicians can go to the airplane when an aircraft is disabled and cannot be flown to Milwaukee, or when it is less costly and more feasible to do the work at the aircraft's home base. The mobile service center will be equipped with tools and spare parts, and has the capability of replacing the engine on a Citation 10.

For additional information on the Cessna Citation Service Center in Milwaukee, Wisconsin (FAA Repair Station CNQ3918C), call 414-744-1500 or toll free at 1-800-848-5181. The parts department's WATS phone number is 1-800-258-6272. You can also reach Milwaukee by air on Unicom 123.20.

The Cessna Citation Service Center in Milwaukee is a proud member of the Wisconsin Aviation Trades Association. □

For Membership Application Call 920-303-0709		
WATA Difference Is Sponsored By These Members & Affiliates:		HELPING TO MOVE WISCONSIN BY AIR!
<p>GOLD</p> <p>Cessna Aircraft Company Milwaukee, Wis.</p> <p>Rapco Fleet Support, Inc. Hartland, Wis.</p> <p>Midwest Flyer Magazine Oregon, Wis.</p> <p>SILVER</p> <p>Basler Turbo Conversions, LLC Oshkosh, Wis.</p> <p>BRONZE</p> <p>Aero Insurance Inc. Menomonee Falls, Wis.</p> <p>Beaver Aviation, Inc. Juneau, Wis.</p>	<p>Bolduc Aviation Specialized Services Minneapolis, Minn.</p> <p>Brackett Aircraft Co. Kingman, Ariz.</p> <p>Dawley Aviation Corp. Burlington, Wis.</p> <p>Fond du Lac Skyport Fond du Lac, Wis.</p> <p>Gran-Aire, Inc. Milwaukee, Wis.</p> <p>Johnson Aviation Insurance Madison, Wis.</p> <p>NationAir Insurance Agencies Eden Prairie, Minn.</p>	<p>National Air Transportation Ass'n. Alexandria, Va.</p> <p>NewView Technologies Oshkosh, Wis.</p> <p>Racine Commercial Airport Racine, Wis.</p> <p>Trimcraft Aviation Genoa City, Wis.</p> <p>West Bend Air, Inc. West Bend, Wis.</p> <p>Wisconsin Aviation, Inc. Juneau • Madison • Watertown, Wis.</p> <p>wataonline.org</p>



What's "UP" With St. Louis DOWNTOWN Airport?

by Jim Bildilli

If you've flown around the St. Louis metro area recently, most likely you've visited St. Louis Downtown Airport (CPS). Known in its earlier years by several names, most pilots simply refer to it as "Parks." Of course, those familiar with aviation history will recognize that the name Parks was associated with an early aviation pioneer and founder of Park College, Oliver Parks. Although now a part of St. Louis University, flight instruction for tomorrow's pilots continues today in new Diamond as well as other aircraft. Though the original college campus and flying field were located just south of the present airport, the operations were moved to the present location in the 1930s to allow for additional expansion and to increase the safety of operations.

Throughout the '50s and early '60s, operations began to decline and in 1959, the airport was closed and was being subdivided for residential development. Even as houses were being constructed, the airport still received some notoriety as the location where McDonnell-Douglas (now Boeing) performed "splash" tests on the prototype Gemini space capsules. In 1965, traffic was increasing at Lambert and the need for an airport closer to downtown became evident. Fortunately, the Bi-State Development Agency (BSDA) stepped in and rescued the airport from certain doom because of its ability to work on both sides of the Mississippi. If you're not familiar with BSDA, it's also known as "Metro," and is the same agency that runs the buses, light rail system and operates St. Louis's most famous landmark....the "Gateway Arch."

Starting in the '70s and continuing today, the airport has been in the "expansion" mode constructing new runways, taxiways, ramps and acquiring development property. The construction of a "north" access road provided the catalyst needed to attract additional tenants. In 1978, Midcoast Aviation started a satellite operation at CPS that concentrated on aircraft maintenance and the completion

of "green" Falcon jets for new corporate owners. Today, Midcoast employs nearly 1600 employees in nine hangars that cover over 52 acres.

Guiding the development of CPS for nearly nine years has been airport director, Robert "Bob" McDaniel. After completing his first career as a colonel in the Air Force, McDaniel was determined to return to his roots. For it was at Parks where he had spent his high school summer vacations driving a John Deere tractor mowing grass and weeds. Growing up in the "neighborhood," he was the proverbial "kid hanging on the fence" waiting for the opportunity to offer his labor in exchange for a ride. Of course, in those days, there was little concern for security issues...in fact, fences were generally used to keep livestock from wandering onto the airport, not to deter terrorists. Unfortunately, in today's world, fences have become not only a common sight at a general aviation airport, but in some cases....required.

To accommodate the increased size and passenger capacity of the aircraft used in the corporate fleet, CPS recently became an FAR Part 139 airport. Originally the airport was expected to be completed in August 2001, but the events of 9-11 put the plans on hold with 2010 becoming the new target date. However, when airport users started utilizing 50-seat jet aircraft, it became obvious that certification was needed sooner. Metro provided the labor and money required to meet the new criteria because of the lack of federal and state funding.

Innovation became paramount in solving some of the problems. A new ARFF vehicle was out of the question, so an empty T-hangar bay was rented, insulated and placed into service. The runway and taxiway markings were inadequate, so they were painted utilizing a mix of in-house staff and a local parking lot striping firm known as "Parking Lot Picassos." Using this "bootstrap" approach, in just a few short months, every obstacle to obtaining the

certificate was overcome...at least on a temporary basis. With Metro's close contacts with the National Park Service and Coast Guard, security and related issues were already familiar and as such, easier to solve.

In addition to a new control tower which went into operation in June 2008, the airport received a \$778,000 grant to purchase a new 3,000 gallon ARFF vehicle and equipment, \$268,000 to upgrade the airfield lighting and control system, and \$285,000 for an interior service road to reduce runway incursions and enhance security.

In preparation for the temporary closure and upgrade of the main ILS runway, the shorter parallel will be lengthened to 5,300 feet to accommodate airport users. The project has been bid out, but is currently waiting for \$2.4 million in grants to meet the 2009-2010

construction season. When completed, the widening (\$3.5 million) and overlay (\$3.6 million) of 12R-30L can be started. McDaniel is hopeful that sufficient funding is available in order to accomplish both projects simultaneously to not only reduce downtime, but to realize several million dollars in cost savings. It is anticipated that the completion of the project will coincide with completion of Midcoast Aviation's planned overhaul and paint facilities, which will accommodate aircraft as large as the Boeing 757 and Airbus A319 and A320.

Currently CPS is home to 26 aviation businesses and 268 based aircraft. Annual traffic volume is currently around 110,000. Although avgas sales are down slightly, Jet-A has increased significantly. Increases are believed to be attributed to the desire for corporations and individual

owners to be closer to St. Louis downtown destinations as well as area attractions such as NASCAR races and sporting events.

When asked about CPS's future plans, McDaniel is justifiably optimistic. The airport has made significant strides and plans are on file for future projects. His hope, like most airport managers and directors, is that federal and state development funds will become available to keep pace with the industry's demands.

If you have not been to St. Louis Downtown Airport (CPS) in a while, or ever, consider a flight there soon. Whether your destination is the downtown area just minutes away, or you're looking for a nice place to stop for fuel and food (i.e. Oliver's Lounge & Restaurant on the airport), you won't be disappointed. Want to know more? Then visit www.stlouisdowntownairport.com. □

Midcoast Aviation – Reducing America's Trade Deficit

by Jim Bildilli



As the old saying goes, "If you don't like the weather here in the Midwest, just stick around a few hours and it will surely

change." For the past several years, the same could be said of the aviation business. Although not exactly true, it seems as though that every day a

familiar corporate operation is either acquired or in the process of acquiring or merging with another. Most of those acquisitions and mergers have

been the result of the globalization of the aviation industry and increased competition for a somewhat limited market. For the United States, these consolidations have usually translated to a loss or relocation of jobs to other developing countries. However, at St. Louis Downtown Airport (CPS), Midcoast Aviation has been “bucking” that trend by providing completion services for aircraft for which nearly 70% are shipped overseas. Maintenance services are also provided, but they are primarily for domestic clients.

Once solely located at St. Louis Lambert Airport (STL), Midcoast began its operations at CPS in 1978 with a single hangar and contracts to transform “green” Dassault Falcon aircraft into business jets that were finished to their new owner’s specifications. Besides completions, they also offered a full range of maintenance and FBO services. Today, they still maintain a presence at Lambert to support the users of Embraer aircraft and Signature Aviation. In those early days, the director of facilities, Tom Green (aka. project manager) spent a significant amount of time shuffling between the two facilities. Although retirement may be in the future, Tom still plays an active part in the expansion program.

From that modest beginning, the business has expanded to include nine hangars totaling over 650,000 square feet under roof. In the last five (5) years, they have spent over \$32 million constructing 3 large hangars, a customer equipment center and renovating a significant portion of the terminal building to support the FBO operations. A new engineering center is expected to open in early 2009. To accommodate this growth, their “campus” has grown from just a few acres to over 51 with options for an additional 21 more. Plans are in the works to construct additional maintenance and painting facilities for aircraft in the Boeing 757, Airbus A319 and A320 category. Even without the expansion, it is common

to see employees and supervisors using bicycles, golf carts and a variety of vehicles in their normal course of work.

Although maintenance services are available for all aircraft, Midcoast now concentrates its completions to aircraft built by Bombardier of Canada. At any given time, several models of the 605, 850 and Global Express can be seen in various stages of completion. Depending upon the customer’s taste and requirements, those completions can run between \$4 and \$12 million. The typical maintenance project can range from \$25,000 for an inspection to nearly \$250,000 for a more complex work scope. Of course, that’s excluding parts!

With nearly 1,600 employees, Midcoast contributes significantly to the metro-east economy. To ensure that there is a ready work force, Midcoast has partnered with Southwestern Illinois College to provide necessary training. Entry-level applicants interested in a career in aviation maintenance can enroll in a 12- week course that costs \$485. At the completion of the course, the student has the opportunity to interview with Midcoast and, if hired, will be reimbursed for their tuition at the completion of one year’s service. Of course, the opportunity for additional training and reimbursement doesn’t stop there; Midcoast encourages and assists its employees to complete their FAA ratings and certificates. Although they are presently seeking personnel in all disciplines, there is an immediate need for trained cabinet-makers, sheet metal workers, electronics technicians and upholsterers.

According to Midcoast President Kurt Sutterer, corporate culture is a large and essential part of working for the company. Although hiring from outside is commonplace everywhere today, “Coming up through the ranks” is still an honored and an encouraged tradition. In fact, Sutterer himself started as a maintenance technician in 1982. As most managers will note, it

certainly enhances your “credibility score” with your employees if you’ve already walked in their shoes.

Besides encouraging educational opportunities, the employees and management have developed and adopted their own “Code of Conduct” which governs the expectations of employment. The “Code” is considered a living document and is amended and updated as required. As such, personality also plays a significant part in the hiring process due primarily to Midcoast’s group approach to problem solving. At any time, employees are encouraged to submit suggestions that will improve any process whether it is a cost savings, enhancement of the environment or the bettering of customer relations. Under its Continuous Improvement Opportunities (CIO) program, each supervisor has the authority to approve suggested changes under \$250. Annually, \$2,500.00 is awarded in a random drawing to the eligible supervisors and employees who have submitted an improvement idea that was implemented. Talk about a morale builder!

In recent years, the employees and management have worked successfully to make Midcoast more “green” in its daily operations... so green, that perhaps “Kermit the Frog” should become part of its corporate logo. Hazardous chemicals such as Methyl Ethyl Ketone have been eliminated from the inventory and recycling has been playing an increasing role. Dry media for paint stripping and preparation is becoming more prevalent. As with other CIO programs, the employees have played a significant role in the introduction and monitoring of the programs.

Let’s Fly & Dine!

If that new Global Express is currently on your “must have” list, most likely you’ll be spending time with the folks at Midcoast (www.midcoastaviation.com) at CPS. They are certainly poised to meet your

Mead & Hunt Receives Safety Design & Environmental Awards From FAA Great Lakes Region

Mead & Hunt received a 2008 Airport Safety Award from the FAA Great Lakes Region at its conference on November 6. La Crosse Municipal Airport, La Crosse, Wis., addressed safety concerns from pilots by enlisting the services of Mead & Hunt. Mead & Hunt designed plans for runway reconfiguration that met new FAA safety requirements and eliminated the confusion responsible for the safety concerns. Mead & Hunt's design enhanced airport safety by making the possibility of incorrect runway departures difficult.

Mead & Hunt also received a 2008 Outstanding Achievement Award for Environmental Documentation for work on runway safety area improvements at General Mitchell International Airport in Milwaukee, Wis. Mead & Hunt's improvement alternatives considered the airport's location, feasibility, and safety related to runway intersections. Successful public involvement efforts by Mead & Hunt included collecting input from community, state, and federal stakeholders. Mead & Hunt's comprehensive environmental document satisfied FAA requirements for the proposed improvements, which are planned to be completed by 2013.

Mead & Hunt provides professional services in architecture, historic preservation, transportation, municipal infrastructure, and water resources engineering to clients throughout the United States. Mead & Hunt was recognized as one of the fastest rising architectural and engineering firms by the Zweig Letter Hot Firm list. Mead & Hunt remains



Mead & Hunt professionals accept the 2008 Airport Safety Award for work at La Crosse Municipal Airport, La Crosse, Wis. from FAA representatives. (L/R) Claude Nunez, FAA Safety Standards Branch Manager; Marcus Kuhn, PE, Mead & Hunt Project Engineer; Lisa Kinsman, PE, Mead & Hunt Project Manager; Birke Rhodes, FAA Lead Certification Safety Inspector; Clinton Torp, La Crosse Municipal Airport Asst. Manager; Jeri Alles, FAA Airports Division Manager; and Barry Cooper, FAA Great Lakes Regional Administrator.

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 about 350 people in offices nationwide.

Mead & Hunt Employees Recognized For Outstanding Service

Michael Boggs, Manager of Mead & Hunt's Air Service Consulting Group, was given an AAEE Leadership Award by the Northwest Chapter of the American Association of Airport Executives (NWAAAE) during the 2008 NWAAAE Annual Conference, October 5-7. Boggs received the award for his long time leadership in air service development,

helping to establish commercial air service for many communities in the Northwest. Boggs is nationally known for his creative approach to air service programs that better connect communities with their region, the nation, and beyond.

Kent Falligant, Construction Manager at Mead & Hunt, received the Circle of Excellence Award from Peter Hinton of Northwest Airlines for his work with Northwest during construction at Dane County Regional Airport, Madison, Wis. Falligant was honored for his exceptional work coordinating construction and airline operations for the past year. His efforts facilitated communication between Northwest Airlines and the construction team regarding safety and logistics. □

LET'S FLY & DINE CONTINUED

every need. However, if you are like most of us GA pilots and are just looking for a good "burger," Midcoast (FBO-Jet Aviation) can still

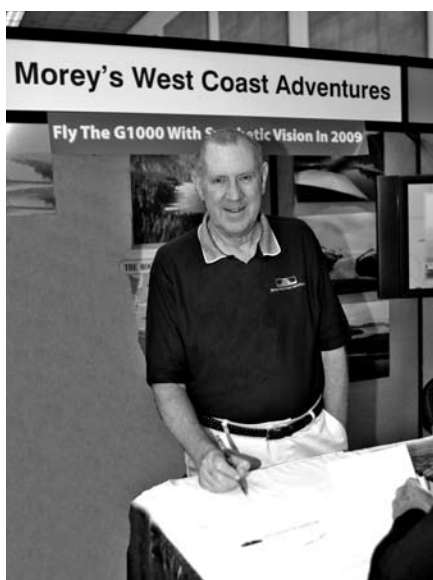
top off your tanks as you "fill" yours at Oliver's airport restaurant (www.oliversontherunway.com), which has been family owned and operated at St. Louis Downtown Airport since 1981.

Oliver's is open from 6:00 am to 8:00 pm. Their slogan is "Fine Dining On The Runway!" Got a meeting? Oliver's can accommodate you by calling 618-337-8222. □

Morey Receives Wright Brothers Master Pilot Award

SAN JOSE, CALIF. – Field Morey, former owner of Morey Airplane Company and Morey Field in Middleton, Wisconsin, received the “Wright Brothers Master Pilot Award” at ceremonies held at AOPA Expo in San Jose, Calif., Nov. 6-8, 2008. The award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years. Recipients are awarded a certificate and a lapel pin and are recognized in our Wright Brothers Master Pilot Award - Roll of Honor.

Field Morey was literally born into aviation. The day he was born, his father Howard Morey received a contract to be the first airport manager for the City of Madison, Wisconsin. Later in 1942, Howard Morey who was operating a civilian flight training program for the war effort, was given a 10-day notice to vacate the premises to make way for an Army Air Corps radio operator’s school that was to



Field Morey at his booth at AOPA Expo 2008.

be based at the airport. Howard then purchased 140 acres of farmland in nearby Middleton, established a new airport, which still bears the name “Morey Field,” and immediately shifted his flight training operation from Madison.

In time, Field Morey took over management of the airport and Morey Airplane Company, which today provides flight training, air charter and aircraft maintenance.

Field Morey has since sold Morey Airplane Company to his son, Richard, and sold the airport to the City of Middleton. He now resides in Medford, Oregon with his wife, Karen, where he is an FAA Flight Examiner and flight instructor. Field Morey also has an instrument flight training program called “West Coast Adventures” to give students experience flying in all terrain and flight conditions.

Morey was twice named Flight Instructor of the Year by the FAA, and was inducted into the Wisconsin Aviation Hall of Fame in 2004. He holds an Airline Transport Pilot Certificate and has logged over 31,000 hours.

For information about the award, refer to www.faasafety.gov/content/MasterPilot/.

“I am convinced that human flight is both possible and practical.”

Wilbur Wright, 1899

Lynne A. Osmus

Named Acting FAA Administrator

WASHINGTON, D.C. – On January 6, the White House announced the appointment of Lynne A. Osmus as acting FAA Administrator, effective January 16. She replaces current

Acting Administrator Bobby Sturgell on an interim basis until the incoming administration appoints a new administrator.

Osmus currently serves as FAA Assistant Administrator for Security and Hazardous Materials and has been with the FAA since 1979, primarily in the field of aviation security. She was appointed to be the Deputy Associate

Administrator of FAA's Civil Aviation Security Program just three months prior to 9/11 and then led the FAA's transition of the security programs to the TSA.

Osmus was designated as the “transition executive” for the Obama Transition Team and worked with former FAA Administrator Jane Garvey. □

PROP SHOP

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

Maxwell Aircraft Service

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

CRYSTAL AIRPORT, MINNEAPOLIS, MINNESOTA

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

WINONA STATE UNIVERSITY

YOUR
PATHWAY
TO THE
AIRLINES
WHILE LANDING AN EDUCATION

1-800-DIAL-WSTU

(An FAA Airway Science University)



Don Winkler

(L/R) Randy Paulson, M&I Bank; Brian Riese, Avionics Manager; Jeff Baum, CEO/President of Wisconsin Aviation; Brad Livingston, Director of Dane County Regional Airport; Pete Schroeder, Vice President of Technical Services; and Phil Martini, CEO/President of CR Meyer and Sons, Inc. of Oshkosh, Wis.

Wisconsin Aviation Opens New Avionics Hangar

MADISON, WIS. – Wisconsin Aviation, located at Dane County Regional Airport in Madison, Wisconsin, held a ribbon cutting ceremony November 6, 2008, dedicating its new “avionics hangar.” The \$1 million, 10,800 square foot structure was built between two existing buildings, thus completing the Wisconsin Aviation Technical Services Complex. With the new tri-hangar complex, all aircraft maintenance services is located side by side, therefore increasing work efficiency and reducing downtime for



Don Winkler

customer aircraft.

Wisconsin Aviation has 21 aircraft technicians and support personnel that provide requisite expert diagnostic and repair service for almost any aircraft problem. They offer 24/7 emergency service, as well as free quotes and answers addressing specific needs. Wisconsin Aviation has been designated a Factory Authorized Maintenance Service Center for Cessna, Cirrus, Socata, and Piper Aircraft. The avionics division is an FAA Certified Repair Station and holds dealership status with Garmin, Honeywell, S-Tec/Meggit, L-3, Avidyne, Aspen Avionics, and numerous other top line avionics companies.

For additional information call 1-800-594-5359 or visit their website www.WisconsinAviation.com. □

AIR SHOWS & FLY-INS

U. S. Air Force Thunderbirds/Army Golden Knights To Perform At Branson Air Show

BRANSON, MO. – Branson Airport officials have announced that the United States Air Force “Thunderbirds” will be performing at the first-ever Branson Air Show, May 9-10. Also appearing will be the U.S. Army Parachute

Team, the Golden Knights; AeroShell Aerobatic Team; Patty Wagstaff; John Mohr; and the Iron Eagles Aerobatic Team.

The Branson Air Show will highlight the grand opening weekend of the Branson Airport, the first privately financed and operated commercial service airport in the United States (www.bransonairshow.com). □

AIR POWER MUSEUM FROM PAGE 23

because it is a place where the “grass roots” of antique flying can still be experienced. Anything in the discussions that, in any way, compromised those missions, was rejected. This board, while discovering ways to renew and enhance APM, is focused on preserving APM, and what it represents, to the present, as well as future generations.”

The APM Board has also asked five prominent business people within the antique airplane community to act as a Steering Committee that will guide the board as it plans and priorities unfold.

The Antique Airplane Association, Inc. is a member-focused organization dedicated to the preservation and operation of pre-1956 aircraft. The Air Power Museum is a charitable organization (IRS 501 C-3) that preserves antique aircraft, related artifacts and data at its facilities on Antique Airfield near Blakesburg, Iowa. Antique Airfield can be found on the Chicago sectional chart (IA27). For more information, contact the Antique Airplane Association at AntiqueAirfield@sirisonline.com, or call 641-938-2773 (www.AntiqueAirfield.com). □

Lake Aircraft Assets Offered For Sale!

KEISSIMMEE, FLA. – After 35 years of ownership, Revo, Inc. is offering for sale the assets of Lake Aircraft, the only FAA-certified single-engine amphibious airplane produced in the world. The offering includes all of the intellectual property and equipment needed to manufacture the Lake Renegade, Seafury and Seawolf airplanes.

Aircraft produced by Lake are among the most popular amphibians ever built. In production for five decades, more than 1,300 Lake amphibian aircraft are flying in over 50 countries around the world.

Revo, Inc. purchased the rights to the Lake Aircraft company in the early 1970s and has been manufacturing and marketing the airplanes almost continuously since then from its



The Lake Renegade does not have any FAA-certified competition in production.

facilities in Florida, New Hampshire, and Maine. The offered assets include the FAA Type Certificate (#1A13), global manufacturing and marketing rights, component and assembly tooling, dies, jigs and engineering drawings. A team of Lake experts will also be available to assist in the transition and continued production.

The current line of Lake Aircraft traces its lineage back to 1948 when the Lake made its first flight after engineers obtained the rights to an amphibious civilian airplane developed at Grumman Aircraft Corp. Over the next few decades, the unmistakable Lake design – a boat-hulled fuselage with a push-propeller engine mounted on top – evolved into an aviation classic much in demand for personal, business and government uses.

With a range of 1,000 nautical miles, the Lake can land in less than 900 feet on the ground and less than 600 feet on water, with a take-off distance under 1300 feet.

Parties interested in purchasing the assets of Lake Aircraft should contact Armand Rivard at 1-407-847-8080, by email at armand@teamlake.com, or visit www.lakeamphib.com. □

Saint Louis University's Parks College Selects Diamond DA20-C1 Aircraft

ST. LOUIS, MO. – Saint Louis University's Parks College of Engineering, Aviation & Technology has announced the addition of nine (9) new Diamond DA20 airplanes to its flight training department. The Diamond DA20 is a two-seat, all-composite airplane that is ideal for high-utilization flight training environments. With an industry-leading safety record and outstanding fuel economy, it has become a favorite of flight schools around the country.

Parks College, founded in 1927,



Diamond DA20 at Parks College.

was the first certified School of Aviation in the United States.

The DA20 is equipped with an appropriate blend of standard

instrumentation and advanced navigation. It will prepare students well for the transition into more advanced and complex aircraft.

Kansas City Aviation Center (KCAC), Diamond Aircraft's Regional Distribution Center for Missouri, Arkansas, Kansas, Oklahoma and Nebraska, managed the transaction. Chris Carmody, KCAC's Regional Director for Diamond Aircraft, graduated from Parks College, and has stayed in close contact with the school as an alumnus (www.diamondaircraft.com, www.slu.edu/x25059.xml, www.kcac.com) □

Avidyne Launches Entegra WX Series

SAN JOSE, CALIF. – Avidyne Corporation, a leading provider of integrated flight deck and safety systems for general aviation aircraft, has launched its Entegra Wx Series – a full suite of weather sensors and data services comprising the newly-TSO'd MLX770 Two-way Datalink Transceiver, and the MLB700 Broadcast Datalink Receiver, serving



worldwide WSI InFlight® datalink weather, as well as Avidyne's TWX670 Tactical Color Lightning System providing real-time on-board weather detection.

"The launch of Avidyne's Entegra Wx Series offers a new level of choice for our customers," said Avidyne president, Dan Schwinn. "By initially launching the MLB700, then developing the TWX670 and adding

CONTINUED ON PAGE 49

CALENDAR

Send the date, times, location
(*INCLUDE CITY, STATE & AIRPORT I.D.*),
and contact person's telephone number,
address & email address for reference.

First 15 words FREE!

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

Email: info@midwestflyer.com

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

**NOTAM: Pilots, be sure to call ahead
to confirm dates and for traffic advisories.
Also use only current aeronautical charts
for navigation and not calendar
listing information**

* INDICATES ANY NEW OR UPDATED CALENDAR
LISTINGS SINCE THE LAST ISSUE.

FEBRUARY 2009

- 14 **OCONOMOWOC, WIS.** - Mechanics refresher and inspection authorization (IA) renewal seminar at the Olympia Resort & Conference Center. Contact tamera.weaver@dot.state.wi.us or 608-267-7110.
- 20-21* **DES MOINES, IOWA** - Annual Midwest Maintenance Symposium & Trade Show at the Airport Holiday Inn. 319-389-3943
- 21* **CRETE (CEK), NEB.** - Fly-In Breakfast 7:30-10:30am.
- 21* **TEA (Y14), S.D.** - Fly-In Breakfast 7-11am. at Lincoln County Airport.
- 21* **PLYMOUTH (1D2), MICH.** - Frost Bite Chili Fly-In. 11am-3pm at the Canton-Plymouth-Mettetal Airport.
- 25-27 **SIoux FALLS, S.D.** - Tri-State Convention, MAAA, NDAAA & SDAA at the Sioux Falls Convention Center & Sheraton Hotel. Contact 605-765-2105. sdaa@sbt.net
- 26-28 **ATLANTA, GA.** - International Women In Aviation Conference at Hyatt Regency. www.wai.org.
- 28* **NORTHPORT, WIS.** - Wheels & Skis Fly-In at Northport Field. Serving Chili from 10am-2pm. 920-982-2897.

MARCH 2009

- 7* **WISCONSIN RAPIDS, WIS.** - Annual UL & Sport Pilot Safety Seminar at Hotel Mead & Conference Center. 715-536-

8828.

- 8-10 **BISMARCK, ND** - Upper Midwest Aviation Symposium at the Ramkota Inn. 701-328-9650. www.ndac.aero
- 14 **AUBURN (AUO), ILL.** - 2009 Heroes Take Flight-Fly-In. 334-749-9981
- 16-17 **ST. PAUL, MINN.** - Aviation Maintenance Technician's Conference at the Crowne Plaza St. Paul-Riverfront Hotel: 800-657-3922 x 7181.
- 21* **BROOKINGS, S.D.** - East River Aviation Safety Symposium 7:30am-6pm at SDSU Rotunda Lane, Bldg. 59 Rm D. 605-688-5769. jab@itctel.com

APRIL 2009

- 4* **FORT DODGE, IOWA** - Chili Fly-In 11am-2pm. lcheton@lvcta.com
- 15-17* **ST. CLOUD, MINN.** - 2009 Minnesota Airports Conference at the St. Cloud Civic Center. Judy Meyers 651-234-7232 or 1-800-657-3922. www.mnairports.org. judy.meyers@dot.state.mn.us.
- 18* **SOUTH ST. PAUL (SGS), MINN.** - CAF MN Wing Hangar/Garage Sale 10am-4pm. Airplane parts, household items, computer stuff, etc. 651-455-6942.
- 21-26 **LAKE LAND, FLA.** - Sun 'n Fun Fly-In. www.sun-n-fun.org
- 22-23 **WEST DES MOINES, IOWA** - Iowa Aviation Conference at Sheraton West Des Moines Hotel. For info contact Sue Heath at 515-727-0667 or sheath@associationinsight.com.

MAY 2009

- 1-3 **BRAINERD, MINN.** - Minnesota Seaplane Fly-In at Cragun's. www.mnseaplanes.org
- 2 **BLOOMINGTON, MINN.** - Minnesota Aviation Hall of Fame will be at the Ramada (Thunderbird) Hotel. 763-475-0123.
- 2* **DETROIT (YIP), MICH.** - Pancake Fly-In 8:30am-1pm at Willow Run Airport.
- 4-6 **EAU CLAIRE, WIS.** - Wisconsin Aviation Conference at the Ramada Convention Center. 715-387-2211. www.wiama.org/conference.htm
- 16-17* **MINNEAPOLIS / BLAINE (ANE), MINN.** - Blaine Aviation Weekend at Anoka County Airport. Pancake Breakfast, Aircraft Display, Two Museums, Hangar Dance 7am-4pm. www.DiscoverAviationDays.org
- 29-31* **JANESVILLE, WIS.** - Southern Wisconsin

AirFEST Inc. featuring the U.S. Navy Blue Angels & U.S. Army Golden Knights. www.swairfest.org

30* **SOUTH ST. PAUL (SGS), MINN.** - Spring Swing Big Band Hangar Dance at S. St. Paul Airport/Fleming Field. Doors Open 6pm, Free Dance Lessons 7pm., Dance Begins 8 to Midnight. www.cafmn.org

JUNE 2009

- 6* **SPARTA (SAR), ILL.** - Annual Fly-In 10am-6pm. 618-443-5321.
- 6-7* **MANITOWOC (MTW), WIS.** - Thunder On The Lakeshore Airshow. www.thunderonthelakeshore.com/home.htm
- 6-7* **AUDUBON, IOWA** - Flight Breakfast 6:30-10:30. 712-563-3780.
- 18-21* **NEW LONDON (WN4), WIS.** - Annual WPPA PPC & Ultralight Fly-In at Mark's Park & Airfield. Many activities visit www.wisconsinppa.org. 920-892-0981.
- 20* **NORTH VERNON (OVO), IND.** - Bishop Aviation Air Show & Fly-In 9am-4pm. 540-406-1652.
- 21-22* **LA CROSSE, WIS.** - Deke Slayton Airfest.
- 21-27* **DULUTH, MINN.** - Annual Int'l Cessna 170 Ass'n at Sky Harbor Airport.
- 27* **NOBLESVILLE (180), IND.** - Pancake Breakfast 8-11am. 317-201-6822.
- 28* **CALEDONIA (CHU), MINN.** - Houston County Airport Fly-In. 507-450-2095

JULY 2009

- 4 **BIG RAPIDS (RQB), MICH.** - Freedom Airfest, Car & Bike Show. Pancake Breakfast 7-11am. Hot Dogs 11:30am-3pm. 231-796-5600.
- 10-11* **INDEPENDENCE, IOWA** - Fly Iowa 2009. www.FlyIowa.org
- 10-12* **PEORIA (PIA), ILL.** - Prairie AirShow 2009 featuring USAF Thunderbirds and many more performers. www.prairieair.org
- 11* **PHILLIPS, WIS.** - Float/Fly-In 8am, planes rides, aerobatic show, planes/seaplanes on display, breakfast/lunch available. 800-269-4505.
- 18-19* **EDEN PRAIRIE (FCM), MINN.** - Air Expo at Flying Cloud Airport. www.wotn.org
- 27-8/2* **OSHKOSH, WIS.** - EAA AirVenture at Wittman Regional Airport. 920-426-4800. www.airventure.org/

AUGUST 2009

- 1-2* **OSHKOSH, WIS.** - EAA AirVenture at Wittman Regional Airport. 920-426-4800. www.airventure.org/

ENTEGRA Wx SERIES FROM PAGE 48

a Compatibility Mode, designing and getting approval for the MLX770 and MultiLink™, expanding our agreement with WSI for world-wide

weather data, and certifying Release 4 and Release 8 MFD software, we have orchestrated a suite of sensors and data services that position Avidyne as the single-source worldwide

weather solutions provider for general aviation," said Schwinn.

The announcement was made at AOPA Expo in San Jose, Calif. in November. <http://www.avidyne.com> □

SPORT PILOT – LIGHT SPORT AIRCRAFT



"Rainbow Aircraft Cheetah XLS"

Jesse Peckham



"Bowers Fly Baby"

Jesse Peckham



"Flight Design CT"



"Pietenpol Air Camper"

Is There Really A Market For Sport Pilot Flight Training? Ask Steve Krog of Cub Air Flight, LLC... *Finding Your Niche In The Sport Pilot World*

by Ed Leineweber

Almost every industry finds participants employing various organizational and marketing strategies to achieve success. Some go for broad market appeal, with a wide selection of products and services intended to appeal to a large audience, while others zero in on a segment of the marketplace in which to focus and excel.

In the world of Sport Pilot flight training, Steve Krog of Cub Air Flight,



Ed Leineweber

LLC has demonstrated the merits of niche marketing. His flight school near Hartford, Wisconsin, just outside the Milwaukee metro area, employing vintage Piper J-3 Cubs almost exclusively, can be a model for others wanting to participate in this growing segment of general aviation. Much has already been written about Steve's story, and he is probably already well known to many readers. ("Old School is Still Cool," *EAA Sport Aviation* magazine, November, 2007, or "Learning to Fly in a Piper Cub," *EAA Reach for the Sky* newsletter, www.sportpilot.org/learntofly/articles/070917learning.html).



Best Oil Company

AVIATION FUELS & LUBRICANTS

-Serving-

MINNESOTA WISCONSIN

1-800-524-4666

South St. Paul Municipal Airport

Richard E. Fleming Field (SGS)



**An Economical
Way To Visit
or Base In
The Twin Cities!**

- Conveniently located between Minneapolis & St. Paul off I-494 (Only 20 Minutes From The Mall of America)
- Self-Service Fuel At Self-Service Prices (100LL & Jet A)
- Overnight Tiedown (Only \$5.00 per night/\$15 per week)
- Hangar Space (\$204.00 per month)
- Rwy 16/34, 4001 x 100 ft.
- Enterprise Rent-A-Car 651-457-7000
- Hertz Car Rental 651-457-2788
- Suburban Taxi 651-222-2222

651-554-3350

"We like the little guy!" Glenn Burke, Manager



Winner of the 2008 Bax Seat Trophy given annually by *Flying Magazine* to an EAA member who perpetuates Gordon Baxter's tradition of communicating the excitement and romance of grassroots aviation, Steve is the owner of several vintage taildraggers in addition to his Cubs. He is a long-time AirVenture volunteer and is a director of the Vintage Aircraft Association. Together with his wife, Sharon, also a pilot, Steve owns and manages the Cub Club, the Luscombe Association and the Taylorcraft Owners Club – three very active type clubs – and publishes their newsletters. His articles also appear in Reach for the Sky, EAA's learn-to-fly e-mail newsletter. Steve Krog obviously knows his stuff.

So when Steve sets up a flight school using vintage J-3 Cubs almost exclusively, and focuses on Sport Pilot primary flight training and tailwheel transition training, the rest of us interested in being successful in this segment of recreational aviation need



(TOP) Steve Krog, Cub Air Flight LLC, of Hartford, Wisconsin.

(BOTTOM) Low and slow is the name of the game with the open door to the world, and a master Cub instructor to show you how it's done.



(TOP) Steve's Office: Way better than any Wall Street executive could hope for, especially considering the view.

(BOTTOM) Hartford Municipal Airport, Miles Field, near Hartford, Wisconsin, with its grass landing strips, is a perfect place to learn to fly a Piper J-3 Cub.

**From Shop
To Finished Product,**

BOLDUC AVIATION SPECIALIZED SERVICES

Is The Name You Can Depend On

SERVICES INCLUDE, BUT NOT LIMITED TO:

- Engine Balancing
- Cylinder Grinding
- Rebush & Line Boring of Connecting Rods & Rocker Arms
- Overhauls & Repairs of Cylinders, Magnetos, Starter Adapters & Float-Type Carburetors

NON-DESTRUCTIVE TESTING

- Magnetic Particle (Magnaflux) Inspection
- Liquid Penetrate (Zyglo) Inspection



Anoka County - Blaine Airport
Minneapolis, Minnesota
FAA Repair Station KM5R993M

ENGINE REBUILDING & REPAIR TO FACTORY ZERO-TIME SPECIFICATIONS



PRORATED WARRANTY TO TBO!

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

(763) 780-1185

FAX: (763) 780-1187

**www.bolducaviation.com
darrell@bolducaviation.com**

to take a close look at what he's up to.

Let's start with the aircraft. Cub Air Flight operates three J-3 Cubs in its flight training activities. They are a 1945 model with the Continental C-90, 90 hp engine; a 1946 edition with the C-85 engine with the Don's Dream Machine STC incorporating the O-200 crankshaft, also producing about 90 hp; and the newest addition to the flight line, a 1938 pre-war model with the Continental A65, 65 hp engine. None of the Cubs have electrical systems, so all require hand-propping.

Cub Air Flight also operates a Cessna 150 with the Continental O-200, 100 hp engine. The venerable Cessna is used in the Private Pilot primary training curriculum to meet the towered airport, basic instrument, night flying and radio navigation and communication requirements of that certificate. But even most of the Private Pilot training takes place in the old tailwheel airplanes.

The Cubs stay very busy. Steve changes oil every 25 engine hours, which translates to every Sunday afternoon during the height of the flight training season spent in the shop getting dirty. That's a lot of activity for a flock of old but energetic birds. Of course, heavy flight training includes busy CFIs in the cockpit with the students. In addition to all his other aviation-related activities, Steve is one of two full-time flight instructors working for Cub Air Flight, LLC. The other instructor is Kandace Rawling, a veteran of Steve's organization. When activity really spikes, John Palese, a part-time CFI, jumps in to help out. Cub Air Flight might be adding a second part-time flight instructor in 2009, if demand continues to grow.

If the first several years of growth for Cub Air Flight is any indication, Steve better be interviewing for that second part-time CFI. Now up to nearly 20 active students during the height of the flight training season, Steve has seen the mix change from approximately 90% Private Pilot

students and 10% students seeking the Sport Pilot Certificate, to about 60% seeking the higher certificate while 40% are content to at least start with the Sport Pilot Certificate. This does not suggest that the interest in Private Pilot training is diminishing, but that Sport Pilot training is growing as a percentage of the flight training business, especially if the flight school focuses on this segment, as Cub Air Flight has done.

The demographics of Steve's customer base are broad and changing. Student ages run from 14 to 77. FAA statistics show that, while the average Sport Pilot is older than the average Private Pilot – 53 vs. 48 – the average age of the Sport Pilot population is trending down while that of the Private Pilot group is going up. Furthermore, these statistics also reveal that, while still small compared to the size of the Private Pilot population, Sport Pilot numbers are increasing at a high rate while Private Pilot numbers are decreasing. Clearly, Steve Krog has identified and exploited these trends in his approach to the market.

There are also advantages and disadvantages to the almost exclusive use of the old Piper Cubs on the flight line. Among the disadvantages are the tailwheel configuration itself, which Steve says adds five or six hours of dual flight instruction to the curriculum due to the increased difficulty in the early stages of learning to land these little darlings. This adds insurance availability and cost concerns, as does the grass strip operations almost implicit in the use of these aircraft.

On the other hand, these disadvantages are themselves huge marketing advantages, as Steve's success has demonstrated. Let's face it: we all love Piper Cubs, the non-aviation public thinks all little airplanes are "Piper Cubs," and the nostalgic appeal of these classic airplanes from a marketing perspective easily overwhelms the disadvantages noted. Learning to fly

in a Cub is a blast, and fun is what we are selling in recreational aviation.

There are at least two other advantages to the use of J-3s in the flight school. First, these are extremely simple, well-understood aircraft, easy to maintain, and well supported in the domestic after-market for parts and service. Much of the work can be done right at home, under the supervision of appropriately rated technicians. The little Continentals are easy on gas, and there are no avionics to maintain and re-certify periodically. Not only are there no glass panels, except for magnetos and spark plugs, there are no electrical components whatsoever! All of this translates into low operating costs, a very important aspect of running a profitable flight school.

The second advantage: J-3 Cubs are a good investment, unlike, perhaps, a brand new S-LSA, which can be expected to depreciate significantly in the first year or two, like any other new vehicle. And despite their almost mythic status among pilots and non-pilots alike, Piper Cubs in great flying shape are still much cheaper than a new S-LSA, even after the Cubs' astronomical run-up in value in recent years. All in all, Steve's idea doesn't sound so crazy after all, does it?

As mentioned earlier, primary training in a tailwheel airplane adds to the total flight time before a student is ready for the practical test, about five or six hours on average, according to Steve. Still, he estimates that he is recommending students for the flight test after about 50-55 hours for Private Pilot applicants and 30-32 hours for the Sport Pilot.

Not bad, considering national averages, most of which are based on tricycle gear training.

Cub Air Flight's business base also includes tailwheel transition training, very much in demand for various reasons, but still hard to find in most places. Steve estimates that this profit center accounts for as much as 40% of his business these days, obviously a critical part of the entire mix, but an

extremely good fit with his primary training business model. The tailwheel endorsement usually comes after less than 10 hours of dual flight instruction and after about 50 landings.

In addition to the primary flight training and tailwheel transition training, Cub Air Flight rents its aircraft to carefully selected qualified pilots, with preference given to Cub Air Flight's former students. On good flying days, however, the Cubs are kept quite busy with flight training activity. Still, the occasional rental of the aircraft does help contribute to the bottom line. Cub Air Flight is now experimenting with the Cubs on skis, weather and snow permitting, hoping to keep the Cubs working at least a little during a second harsh Wisconsin winter in a row. Every little bit helps.

The pricing strategies Steve employs are conventional in the FBO and flight training industry. The Cubs rent for \$75 per hour wet, while \$95/hour includes the CFI for dual instruction. Ten percent discounts are given for block time, paid in advance. Some clients pay by the lesson, some at the end of the month, etc., depending upon the arrangements worked out with the flight school. The key, as always, is to make it as easy as possible for the customer, while still being careful to get paid in the end.

Looking to the future, Steve Krog is optimistic, but cautious, as any business person would be, considering the economic chaos of late 2008 and the uncertainty we face in 2009. He is considering adding a Citabria or Decathlon to the flight line and offering a five or six-hour unusual attitude recovery course, still adhering to his basic business model of tailwheels, grass and fundamental stick-and-rudder training. Let's wish him continued success.

Steve Krog and Cub Air Flight, LLC demonstrate the potential for others to be successful as well in Sport Pilot-related flight training and aircraft rental. The basic business components in his organization include simple aircraft with relatively low costs to acquire and operate, but which have substantial market appeal and broad utility. The Hartford Municipal Airport location, with its grass and hard surface runways, located outside of, but very near a major metropolitan area, is also very important. Steve's reputation in the industry and among vintage aircraft aficionados can't hurt, but his tireless effort and dedication are what really make things happen for Cub Air Flight, LLC.

Others not in a position to put all these components in place might still

consider how they might collaborate with a regional flight training center specializing in Sport Pilot flight training. For instance, much of the dual flight instruction can be done in the Cessna 150 or Piper Cherokee, or in a taildragger, which is heavier than a Sport Pilot-eligible aircraft. The local CFI would then refer the student to the Sport Pilot training center and work with the CFIs there in soloing the student in a Sport Pilot-legal aircraft of similar configuration. Then back to the local FBO for additional Phase 2 flight training before heading to the regional center for final flight test preparation and recommendation. It's not the easiest or best set-up, to be sure, but it does get more CFIs into the effort and generates additional business for everyone.

Primary flight training in tailwheel aircraft is not for every CFI or student pilot. Much can also be said for a brand new S-LSA in terms of market appeal. But Steve Krog of Cub Air Flight, LLC has demonstrated that being open to the market potential around us, and taking sensible steps to capitalize on it, each in our own home environment, can do as much or more for the success of the Sport Pilot-Light Sport Aircraft movement as any big bucks, national promotional campaign. Let's dig in and get it done! ☐

MIDWEST FLYER MAGAZINE

Published For & By The Midwest Aviation Community Since 1978

BECOME A PART OF THE MAGAZINE

BY **BECOMING AN ADVERTISER** or A **SUBSCRIBER.**

EMAIL INFO@MIDWESTFLYER.COM or CALL 608-835-7063

Welcome Aboard!

SUBSCRIBE

to

MIDWEST FLYER MAGAZINE

\$15.00

ONE YEAR (6 ISSUES)

or

\$25.00

TWO YEARS (12 ISSUES)

EXPIRES DEC. 31, 2009

Mail Check or Money Order To:

MIDWEST FLYER MAGAZINE

P.O. BOX 199

OREGON, WI 53575-0199

Name _____

Street _____

City _____

State _____

Zip _____

HANGARS AVAILABLE

City of Bolivar, Bolivar Airport (M17)

Monthly Rate (Includes Electricity):

T-Hangars - \$175.00

Twin Hangars - \$230.00

Corporate Hangar w/Office - POR

(\$10.00 discount applies

to purchase of 20 gallons fuel per month)

CONTACT **FostAir** 417-777-6800



FostAir LLC

BOLIVAR, MISSOURI

Phone: 417-777-6800

Airframe & Powerplant Services

Annual Inspections • Flight Instruction

Aircraft Rental • Pilot Services

The Runway Café

M-F 10:30-2:30
Sat & Sun 8:00-2:30

Four Young Eagles In A Four-Place Plane? Almost Doesn't Sound Legal, But It Was

Story & Photos by Geoff Sobering



Touchdown at the Sauk-Prairie Airport, Prairie du Sac, Wisconsin.



(TOP PHOTO) Jake Robinson (right) gives Colby Powers (left) an "EAA Young Eagles" pin.
(LOWER PHOTO L/R) Jake Robinson, Zack Powers, Colby Powers, and Isaac Powers.

NORTH STAR AVIATION
Mankato, Minnesota
507-625-6006
flymankato.com



Aircraft Maintenance ★ Avionics Sales & Service

Aircraft Rental ★ Flight Training
Private thru ATP



**North Star Aviation is the official flight school
for Minnesota State University.**

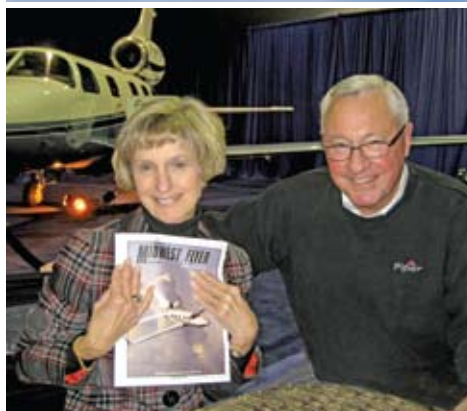
Jake Robinson of Madison, Wisconsin, and a trio of brothers including Zachary, Colby, and Isaac Powers of Sauk City, Wisconsin, are pretty typical "EAA Young Eagles" candidates. Their ages range from 8 to 17, and they are all interested in airplanes. Their pilot is also pretty typical with 10 years of experience, about 260 hours logged, a Private-Pilot Certificate, and 11 prior Young Eagles to his credit. The airplane involved is pretty typical, too: a 1976 Cessna 172M. Just another success for the EAA Young Eagles program.

What makes this story more than "just another" Young Eagles flight started with an oversight many years ago. Jake's parents, Neil Robinson and Tanya Cunningham, are pilots

CONTINUED ON PAGE 56



Piper Aircraft test pilot, Buddy Sessoms, and John Lowe, President of Des Moines Flying Service, with the "PiperJet" just before takeoff on November 19.



Linda and John Lowe of Des Moines Flying Service.

PiperJet Stops In Des Moines On Nationwide Tour

DES MOINES, IOWA – Piper Aircraft's new "PiperJet" made a nationwide tour between test flights following its first public unveiling September 16, 2008 at the Piper factory in Vero Beach, Fla. The aircraft was on display at AOPA Expo in San Jose, Calif., November 6-8, then flew to Scottsdale, Ariz.; Denver, Colo.; Kansas City, Missouri; Des Moines, Iowa; Muncie, Indiana; Vero Beach, Fla.; and then to Baltimore, Md., before returning home to Vero Beach. Des Moines Flying Service held its open house on November 18. In 2007, the mock-up of the aircraft made the same tour.

At each stop, the regional distributors hosted an open house for customers, the community, and local press. The PiperJet's next appearance is expected to be at Sun N Fun in Lakeland, Fla., April 21-26, and then on to EAA AirVenture in Oshkosh, Wis., July 27 - Aug. 2.

The PiperJet stands 15 feet tall from the ground to the top of the tail. Built using the same fuselage as the popular Piper Malibu, the PiperJet is powered by a single Williams FJ44-3AP jet engine rated at 3,000 lbs of thrust, and has been de-rated to approximately 2,400 lbs of thrust for this aircraft. The PiperJet has reached

a top speed of 360 kts, climbs at 3,500 fpm, and has a ceiling of 35,000 ft.

For additional information contact Des Moines Flying Service or Chicago Piper at 800-622-8311 (www.dmfs.com and www.chicagopiper.com).



Galt Airport
Greenwood, Illinois
815.648.2433
www.galtairport.net

- Newly repaved runway, taxiway, and ramp
- Grass-roots atmosphere
- Flight Training/Aircraft Rental
- FBO open seven days a week
- Full-service maintenance shop offering annual/100 hours, paint work, prop balancing, sheet metal repair, and much more!
- Hangar Rental



Gran-Aire, Inc.
Full-Service FBO Since 1946

414-461-3222

www.flymilwaukee.com

Milwaukee's Timmerman Field - Milwaukee, Wisconsin

Cessna Multi-Engine Service Center
Flight Training & Aircraft Rental
Fuel Sales - 100 LL & Jet A
Aircraft Appraisals



Garmin G1000 Instrument Panel of a Cessna 172 Skyhawk

Experience Glass Cockpit Technology



YOUNG EAGLES FROM PAGE 54

and have each flown numerous Young Eagles over the years. However, somewhere along the way they neglected to have Jake participate in the program.

Last summer, as Jake approached his 18th birthday in the fall, he realized that if he wanted to have his name entered into the "World's Largest Logbook" as an official Young Eagle, he would have to act quickly.

In retrospect, it's not really surprising that Jake forgot to become a Young Eagle. Like many kids in aviation families, he was a bit busy learning to fly himself! He started logging time at age 7, and he soloed for the first time on his 14th birthday in a Schweitzer 2-33 glider at the Estrella Gliderport in Arizona. Less than a year later, he was able to solo a Cessna 172 Skyhawk belonging to the Calgary Flying Club during a family

trip to Canada (the youngest age allowed to solo north of the border), and at age 16 he soloed his family's Citabria at Middleton Municipal Airport-Morey Field (C29) near their home in Madison.

Jake currently has a Private Pilot Certificate, and is working on his Instrument Rating and Commercial Pilot Certificate, as well as learning how to fly aerobatics. Of his 240 total hours, 100 is taildragger time. Jake is saving up his money from his line job at Morey Airplane Company to buy a Japanese "Murphy Maverick" high-wing homebuilt that cruises at 65 kts and consumes a very modest 2 gph on a 700cc HKS engine.

You've probably guessed by now that the unusual part of this story is Jake's quest to "fly four Young Eagles in a four-seat airplane." After many years of helping out at Young Eagles rallies on the ground, Jake flew his

first Young Eagles at EAA Chapter 1389's rally in October 2008. A few weeks later, the Powers boys and Jake's parents completed the proper Young Eagles paperwork, and with the permission of the boys' parents, Eric and Becky Powers of Sauk City, Wisconsin, the four kids climbed into the Robinson family's Cessna 172 for a memorable flight from Jake's home base at Waunakee, Wisconsin to Sauk City, Devils Lake State Park, and the Wisconsin River with a landing at the Sauk-Prairie Airport (91C) in Prairie du Sac. Once on the ground, Jake signed all four certificates, making his friends – and himself – official Young Eagles!

Both of Jake Robinson's parents are Airline Transport Pilots, and Neil Robinson is a Boeing 757 captain with Northwest Airlines.

Like Jake, all three of the Powers boys are home-schooled. □

HIGH ON HEALTH

Physical Exams For Health... It ain't what your AME does!

by Dr. John Beasley, MD

Let's be clear about the exam I do when I poke and prod you for your medical certificate.

First, at the point you come into my office with the 8500-8, I'm not your doc. I'm acting on behalf of the federal government. Yep, kindly old Doc Beasley is transformed (rather like a werewolf under the full moon) into a fed. Medical confidentiality? Forgetaboutit. Do you have an obligation to be honest and forthcoming? Yes, and you are libel for criminal penalties if you hide something important. But it's still not quite like talking to your trusted



John Beasley

family doctor or internist.

Alright, enough of that. Does the exam I provide have much to do with prevention or helping to keep you healthy. No, not really. The exam you get when you go for your medical certificate is designed (well, supposedly designed) to answer two questions: One, "Does this person have the physical, sensory and mental capacity to operate an airplane safely?" The other is, "Is there a significant probability of sudden incapacitation?"

To evaluate your capabilities, I like to know if you can see and hear, and if you have suddenly become color-blind since your last examination. Are you breathing okay (can you fog a mirror?), and does your heart sound okay? Do you move all four limbs with reasonable strength? Are you subject to balance problems? Are you actively psychotic and hallucinating in my office? If there is so much alcohol

on your breath that I get woozy, then there's going to be a problem.

To look at the risk of sudden incapacitation, I want to look for evidence of past strokes, heart attacks, kidney stones, diabetes, and other things that could make you go bump (or crunch!) in the night. Some things like migraine headaches have to be evaluated on a case-by-case basis. If you had a seizure in my waiting room, there's going to be a problem.

Now all this said, really, the FAA wants folks to fly if it can be safe. And I've found my rule of "Would I ride in the seat behind this person" to be generally pretty good.

But none of this has much to do with keeping you healthy. I'm not going to ask about your immunization status, and probably not much about what you eat or how much exercise you get. While I do check your blood pressure, I'm not under any obligation to even mention it to you. I won't check your cholesterol levels or spend much time counseling you on

CONTINUED ON PAGE 58



Why I Want To Learn To Fly

by Nami Ha Colaizy
Private Pilot

Winning Essay Of The 2008 Minnesota Aviation Trades Association Scholarship Program Presented September 19, 2008 At The MATA Conference, Shakopee, Minnesota

EDEN PRAIRIE, MINN. – I arrived at the San Francisco International Airport with my American dream in August, 1997. I was not sure what my life would be like in my new adoptive country – the United States of America. I traveled to Atlanta, Georgia to visit my friends. I then flew to Minneapolis-St. Paul International Airport. Though I came to Minneapolis, I couldn't start working right away as I had expected, so I had to go back to Georgia for a while. I was running out of money because of the numerous airplane trips. So, I decided to take a Greyhound bus instead from Minneapolis to Columbus, Ga

I had no idea what the bus trip would be like. It took over 34 hours of excruciating back-pain and 10 different

transfers. I was sitting with some Amish people in the bus and realized more than ever how the advanced technology in modern aviation has made an impact on humankind.

Flying was my fantasy and dream. I always wanted to be a part of the aviation world. One day, a friend of mine took me flying in a small Cessna airplane for a sightseeing tour along the Hudson River in New York. It was a fantastic experience to fly around the Statue of Liberty. I heard my friend communicating with a helicopter pilot nearby. All I could understand was that they exchanged and affirmed their flight altitudes with one another. I thought it was brilliant that they could do it without telephones. My friend encouraged me to learn to fly, but it seemed an impossible dream.

First, I had to learn how to speak English well, and as time went by, my dream began to fade. And then I saw some small airplanes flying over my church in Eden Prairie, Minnesota. The airplane noise was like an alarm clock. Then, I realized that my dream may still be alive.

On a cold and snowy day in December, 2006, I visited Thunderbird Aviation at Flying Cloud Airport in Eden Prairie. My almost impossible dream was being realized. "Through flight training, you realize who you are and what kind of person you are. So do not give up," my first flight instructor at Thunderbird Aviation told me.

"With your determination and persistent effort, you will succeed," were the words of encouragement from my aviation mentor. Overcoming the fears of the language barrier and gaining the confidence in flight training, I have successfully completed my exciting journey to be a licensed private pilot. Fantasy became a reality!

I am preparing for my next step – my Instrument Rating. Are we talking about American Dreams? I am living in it – Flying!

EDITOR'S NOTE: Nami Ha Colaizy and her husband live in St. Paul, Minnesota. She is a graduate of Chung-Ang University, Seoul, South Korea with a Bachelor Degree in English. She is now employed full time as a graphics specialist for an investment banking service company in Minneapolis, and works part time as a website manager for a publishing company, also in Minneapolis.



WANT TO FLY A TAILDRAGGER?
Primary & Tailwheel Transition Training
Ed Leineweber
Certified Flight Instructor
Aeronautical Adventures, LLC
Tri-County Regional Airport,
Lone Rock, WI (LNR)
(608) 604-6515
edleine@countryspeed.com

New ... Lift Straps **"One-Piece"**

BI-FOLDS and Hydraulic DOORS

- Commercial
- Agricultural
- Aviation

SCHWEISS
THE DOOR LEADER

visit us at **bifold.com** **800-746-8273**

Student Pilot Solos In Only 5 Days!



ST. PAUL, MINN. – When inspiration strikes student pilot Adam Ahern, we suggest you stand back and watch the sparks fly. Ahern called Wings Aviation at St. Paul Downtown Airport, St. Paul, Minnesota, to learn more about its accelerated training options and he signed up. Training began on Friday and by the following Tuesday, he had accumulated not only the required flight hours to solo, he had earned the respect and confidence of his flight instructor. On his fifth day of flight training Ahern soloed in a Cirrus SR-20. His flight instructor commented that Ahern's ability to absorb the intense training was remarkable (www.wingsus.com). □

(L/R) Student pilot Adam Ahern with Wings Aviation CFII, Jeff Dalton.

HIGH ON HEALTH FROM PAGE 56

health promotion. I won't spend much time on your family history to see if you have any special health risks. I won't even ask if you smoke. I won't check to see if you have had cancer screening (mammograms if you are a woman and colonoscopy for anybody over 50). I probably won't ask if your job or your marriage or the kids are causing you too much stress.

So, if you want some real screening (an annual "wellness exam" is how I like to think of it), you can't depend on the exam your AME does for you to fill the bill.

(I sometimes do an annual physical on my patients and then if all is okay, fill out the FAA forms on the side, but that is mixing tasks a bit. Sort of like flying IFR on a hazy summer day when it's both IFR – and sort-of-VFR. Possible, but it takes some care as the tasks are different.

So even if your medical is current, it is useful to see your own doc occasionally for a "wellness exam," some counseling as to how to reduce your health risks, and some age and gender appropriate screening. That's health care. The AME exam is aviation safety. They are two different things. □

Come and meet the CTLS

LSA North
612-799-6708
www.LSASouth.com

FLIGHT DESIGN
USA

115kts @ 5gph =
Economic Relief

Minnesota 99s Offer Scholarship

The Minnesota chapter of the Ninety-Nines, is offering a scholarship for any female Minnesota resident 25 years and older to learn to fly or for additional ratings. For additional information, refer to www.minnesota99s.org. The deadline is March 31. □

**See Page 62
For Special
Travel Destination!**

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

Low Fuel Prices

Free Casino Shuttle

Field of Dreams
Hickley, MN

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

320-384-6667
fieldofdreamsairport.com

EAGLE AIR

From Milwaukee To Madison Only 10 Minutes Away!

At 468 mph!

– Pat O'Malley's Jet Room Restaurant –
Dane County Regional Airport – Madison, Wis. (MSN)

Wisconsin Aviation – East Ramp

Breakfast & Lunch

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

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

608-268-5010



Pam & Pat O'Malley

World of Aviation Radio Host Laid Off



Al Malmberg

MINNEAPOLIS, MINN. – The host of the radio program, “The Al Malmberg Show,” Al Malmberg, was laid off from WCCO-Radio in Minneapolis after 12 years with the station, despite a reported audience of 280,000 listeners covering some 33

states and Canadian provinces during the early morning time slot between 1-5 a.m., Monday thru Friday. The overnight announcers at other CBS-owned stations in Pittsburgh and Boston were also laid off. All three stations are now carrying the

overnight show that airs on the CBS station in St. Louis.

“(It was) strictly a cost-cutting move by the company,” said Malmberg. “It was a great 12-year ride. I’ll miss the station and the people I worked with. I couldn’t have asked for a better place. It’ll be hard to top.”

Malmberg brought back the “World of Aviation” program in 2004 as part of his Thursday morning program between 1-2 a.m. after 22 years since the program was last aired. He then began taking flying lessons and obtained his Private Pilot Certificate. The program was sponsored by Thunderbird Aviation and Academy College in the Twin Cities.

The “World of Aviation” was created and hosted by Sherm Booen, 95, on WDGY-Radio in Minneapolis beginning in 1947 and later on WCCO-Radio. WCCO Television aired the show on Sunday mornings from 1953-82. □

From Props To Jets We've Got You Covered!



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

Diamond
AIRCRAFT

Five Models To Choose From

- DA20 Eclipse
- DA42 Twin Star
- DA40 Diamond Star
- DA50 Super Star



D-JET

- Five-Seat Personal Single-Engine Jet
- 315 ktas Cruise Speed
- 1351 nm Range
- In & Out of 2500' Runways

ASI
ASI JET CENTER
Flying Cloud Airport
Eden Prairie, MN

For A Demonstration Flight
& Ordering Options Call

952-941-6255

Email: info@asijetcenter.com
www.asijetcenter.com

CLASSIFIEDS

SINGLE LISTING: \$.75 per word. Minimum order is \$20 per insertion. MAIL LISTINGS

TO: Midwest Flyer Magazine,
P.O. Box 199, Oregon, WI 53575-0199.

Please include payment with order!

NOTE: We can invoice municipalities.



**Stay
Instrument Current
With Our Frasca 141**

608-836-1711

Morey Airplane Company

Excellence in Flight Training

Middleton Municipal Airport (C29)



1982 CESSNA 182R, 6841 TT, 1280 SMOH, IFR Cert, Garmin GPS, Cessna A/P, Owned by the MN State Patrol and maintained to Commercial Specs. **651-296-3170.**

1979 C182 TURBO RG - 280 SMOH, 4,000 TT. Excellent Condition. **602-275-1016.** \$110,000

DELUXE 72 x 80 HEATED HANGAR available at The Beloit Airport (44C). Full bathroom with 2 offices, Two 16H x 54W Wilson bifold doors. 12W x 14H loading door, epoxy floor, fuel discount, will split space. **Steve 773-914-9938.**

HANGAR FOR SALE OR LEASE, WATERTOWN, WIS. - New 60 x 60 Rigid Steel Hangar. This is an upscale hangar with a Schweiss 42 x 14 ft. clear door with an additional 12 x 14 ft. overhead door, 2 walk doors and windows. The building includes in-floor radiant heat, restroom with shower and Hi Efficiency Lighting and electrical. **Call Gordy @ Sunrise Building Systems, LLC, 262-569-9100 or email sunrisebs@wi.rr.com.**

1978 C-310R, new engines and boots, \$189,500, trades considered. We do sales and appraisals. Gran-Aire, Inc **414-461-3222.**

INSPECTOR AUTHORIZATION (IA) TRAINING -

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

INSURANCE - 60 years risk management serving aircraft operators and owners. Superior, empathetic service. Mid-Continent Aircraft Corp., Hayti, MO. acinsurance@midcont.com **1-800-325-0885.**

THE DA VINCI DIARIES - Historical novel about early flight in the late 15th and early 16th centuries in Italy by UW Marinette Professor and Contributing Editor to *Midwest Flyer Magazine*, James LaMalfa. For additional information, **contact the UW Bookstore at mntbook@uw.edu.**

FAA MEDICAL PROBLEMS? We Specialize In Helping Pilots When FAA Medical Certificate Problems Occur. Professional! Affordable! Effective! **ARMA RESEARCH, INC. 920-206-9000 or www.armaresearch.com**

CORPORATE HANGAR SPACE in new hangar at Rice Lake (RPD). ILS, 6,700' runway, Full Service FBO with Turbine maintenance and discounted fuel. **Call 715-458-4400.**

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

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

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

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

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

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

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

1978 C-182RG, coming soon, call for details, priced to sell. We do sales and appraisals. Gran-Aire, Inc **414-461-3222.**

"ADVENTURES IN FLYING" has both entertaining & informative stories! A wonderful aviation book about people and flying! An enjoyable read for the winter. **www.adventuresin flying.net**




TANIS
AIRCRAFT PRODUCTS

Preheat Protect Preserve

Aircraft Engine Preheaters

Battery Preheaters

Cabin Preheaters

Engine & Wing Covers

"Save Fuel, Save Time, Save Money"

To Order Or For A Product Catalog
Call 800-443-2136 www.TanisAircraft.com

ENGINE MOUNT EXCHANGE & REPAIR SERVICE

FOR GREAT DEALS SHOP AT store.wagaero.com

MOST MODELS REPAIRABLE • ECONOMICALLY PRICED

FULL A.D. AND SERVICE BULLETIN • WE ALSO BUY ENGINE MOUNT CORES

SHIP YOUR UNIT UPS OR TRUCK FOR FAST TURNAROUND SERVICE TO:

AERO FABRICATORS AT P.O. Box 181, 1216 NORTH RD., LYONS, WI 53148

ONE YEAR UNLIMITED HOURS WARRANTY!



Before

THOUSANDS OF MOUNTS REPAIRED



After

OVER 48 YEARS EXPERIENCE!

FAST SERVICE

WE YELLOW-TAG MOUNTS FOR THE NATION'S FLIGHT SCHOOLS & FBOs

QUALITY SERVICE

AERO FABRICATORS 1-800-558-6868

FAA CERTIFIED REPAIR STATION #A14R244N



MAINTENANCE



Cessna



Piper

Authorized Service Centers



Socata



Cirrus

800-657-0761 (RYV) or 800-594-5359 (MSN)

AVIONICS

Get the Big Picture with Garmin's New G600™ System!



- Dual 6.5-inch, diagonal, flat-panel, side-by-side LCDs.
- Proven solid-state Attitude and Heading Reference System (AHRS) and Air Data Computer (ADC).
- Built-in terrain elevation and towers/obstacles databases.
- Control/display for available airborne weather radar.
- Direct sunlight readable.

- Free, Accurate Quotes
- Custom Installations
- On-Time Deliveries

- Autopilot Services
- G1000 Service
- Same-Day Service

800-594-5359 (MSN)

AIRCRAFT SALES



1975 Piper Aztec E - 7925 TT, 1332/1063 SMOH, NDH, October annual, full deice, King digital, KNS-80, HSI, RDR-150 radar. Ready to go at **\$85,000!**



1967 Piper Arrow 180 - 4180 TTSN, 530 SMOH, MK-12D NavCom with glideslope, MX-12 NavCom, ADF, 4-place intercom, Horton STOL kit, Autoflite autopilot, fresh annual! **REDUCED TO \$44,900!**



2005 Cirrus SR22-GTS - Only 180 TT! May annual, Platinum engine, STEC-55X, TAWS, traffic, CMAX, de-ice, XM weather, Tanis heater. This one has it all plus a \$3500 fuel card and 4 Bose headsets!..... **MAKE OFFER!**



2000 Piper Archer III - Aspen Electronic Flight Display! 1325 TTSN, NDH, dual 430Ws, new STEC-55X, HSI, Flight Director! Air! Best-equipped non-glass Archer you can buy! **\$185,000!**

- *Over 25 Years' Experience*
- *Appraisals*
- *Pre-Buy Inspections*
- *Registration Assistance*

CONSIGNMENTS WANTED

Buying or selling, we'll work for you!

800-657-0761 (RYV)

THE ROAD TO CANADA'S BEST FISHING... is not a road at all.
Fly up in your own plane or fly with us!

Fly-In to Canada's
Premier fishing lodge
for your adventure of a
lifetime! Join us at the
renowned Miminiska Lodge
on the world famous
Albany River for the best
in wilderness adventures!



1-888-465-FISH (3474)

www.wildernessnorth.com



You're Invited! 2009 Midwest Flyer Canadian Fishing Fly-Out To Miminiska Lodge, Ontario

Join Us On August 19 - 23, 2009

Enjoy Camaraderie With Fellow Aviators & Great Fishing!
Hosted by Dave Weiman, MIDWEST FLYER MAGAZINE



Visit Miminiska Lodge At
www.wildernessnorth.com

"This will be my sixth fly-out to Canada, and each trip is better than the last. You'll not find a friendlier group of aviators to go with, and the information provided makes flight planning a breeze. A trip of a lifetime!"

*Phil Peterson
Oregon, Wisconsin*

An All-Inclusive Lodge
Remote, Wilderness Setting,
Accessible Only by Air!

196 nm North of Thunder Bay, Ontario
50 X 2400 ft. Turf Runway (Rwy 9/27)
(See Thunder Bay Navigation Chart)



For Details & Rates,
Email dave@midwestflyer.com,
or Call 608-835-7063

Limited Space - Book Early!

WIPCAIRE

by Wipaire

Refinishing • Avionics • Interiors • Maintenance



Full Service... Full *Speed!*

www.wipcaire.com 1.866.277.1146

**To Subscribe to
Midwest Flyer Magazine**

**Mail Check or
Money Order To**

**MIDWEST FLYER MAGAZINE
PO Box 199
OREGON WI 53575-0199**

**\$15.00 - 1 Year (6 issues)
\$25.00 - 2 Years (12 Issues)**

**ASPEN AVIONICS DESIGNS PRODUCTS TO BE
AFFORDABLE, EASY TO INSTALL, AND EASY TO OWN.**



**Waukesha County Airport (UES)
Waukesha, Wisconsin**

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

www.skycomavionics.com



**ASPEN
EFD-1000 Pro**
• Full PFD
• EHSI W/Dual
Bearing Pointers
• ID & A/P Interface
• GPS Steering
and more!



ASPEN AVIONICS

THE EFD PLATFORM THAT
ALLOWS FOR EASY EXPANSION.

YOU ARE GETTING THE
LATEST AVIONICS TECHNOLOGY
WHICH DOESN'T ALWAYS MEAN
SPENDING A LOT OF MONEY,
ON EQUIPMENT OR INSTALLATION.



**Authorized Factory
Sales & Service**

For Additional Information Call
800-622-8311
www.dmfs.com



**CHICAGO
Piper**
www.chicagopiper.com

**2009 Malibu
Matrix**



- True Cabin-Class Comfort
- Excellent Useful Load
- Complete De-Ice System
- 190 KTS at 12,000'
- State-of-the-Art Avionics

