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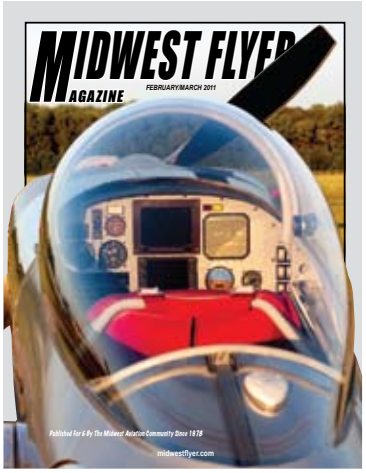
ON THE COVER: A 1999 RV8 parked at the Dayton Wright-Brothers Airport (MGY), Dayton, Ohio. Richard Martin of Green Bay, Wis., owns the aircraft, which is powered by a Lycoming IO-360 engine. *Photo by Geoff Sobering*



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What We Can & Cannot Do To Increase Our Pilot Numbers

by Dave Weiman

There has been much talk about the 80 percent dropout rate among flight students, and this should concern all of us. It is counterproductive in our efforts to grow the pilot population, and a negative reflection on our industry.

As an industry and community, we have been doing a good job of introducing our friends, family and young people to flying, and even in getting them to sign up to take flying lessons, but few complete what they start and do not get their pilot certificates. Why?

In some cases, it may be a money issue. Some students may start their training without first setting aside the money to complete the process, and they get discouraged and quit.

In some cases, the flight instructors may be time-builders and not professional educators, possibly causing the student to quit because the learning process is flawed.

In some cases, the aircraft are not very well equipped or maintained, so there may be breakdowns, delays and the student pilot does not feel good about his/her training experience and quits.

In some cases, the flight school facilities may not have an educational atmosphere, and the student quits.

In some cases, maybe we are not mentoring the student throughout their flight training, from first lesson thru written and flight examinations, and the student quits.

In some cases, maybe we are pushing too much. Some people we introduce to aviation may initially get involved to please us and not themselves, and the student quits.

In some cases, the process of getting a pilot certificate is not well structured, nor clearly communicated, so the student quits.

We can remedy everything we have listed by providing money through scholarships and encourage the student pilot to prioritize flying over other activities...providing flight instructors who are professional educators, not time-builders...providing aircraft that are well equipped and maintained...providing good flight school facilities....mentoring the student throughout their entire flight training process...streamlining the training to eliminate obstacles... and not pushing so hard that we push the student away. But unless the student pilot has the desire and commitment to complete his/her training, it won't happen.

We welcome your ideas on how we as an industry can help student pilots complete their training and obtain their pilot certificates.

Email your comments to me at dave@midwestflyer.com.

Thank you! ❑

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Is There Glass In Your Future?

by Michael Kaufman, CFII

G1000 glass panel in the Piper Mirage.
Photo Courtesy of Piper Aircraft.

Volk Field Safety Seminar

Michael Kaufman

"Is There Glass In Your Future" was the topic I presented August 21, 2010, at the Volk Field Air National Guard Base open house in the central Wisconsin community of Camp Douglas. Every two years, the military opens up Volk Field to civilians to fly in. The event covers aviation seminars for both VFR and IFR pilots as well as a combined civilian and military air show. This year, the weather was less than ideal, limiting the number of fly-ins and forcing the air show to be modified due to low ceilings, which persisted throughout the day.

I have been presenting seminars at the Volk Field open house over the past 15 years and decided to present a slightly different topic this year. The program was cosponsored by the Wisconsin Bureau of Aeronautics and the FAA Safety Team consisting of Jeff Taylor from the bureau, and Bill Law from the Federal Aviation Administration. Those attending the seminar received WINGS credit.

My Glass Panel Experience

My presentation dealt with the glass panels that are becoming very popular in all new production aircraft and as retrofits in many older aircraft. Many pilots have different views on glass panels, and I did a lot of research in preparing my presentation, some of which actually *surprised me!*

I have been flying for over 45 years and have seen a lot of changes in the instrumentation of aircraft: the tail end of the A&N Range, Narco *"Superhomers,"* and loop antennas. I am still amazed at the technological advances in aircraft, especially the electronics.

My first experience with *glass panels* came with a demo ride I had in a Cirrus aircraft using the Avidyne panel. A friend of mine who did a similar demo a few weeks earlier told me that he used the conventional (steam gauges) exclusively, which are backups for the Avidyne glass panel, as he could not readily adapt to glass. When I did my ride, I found glass very easy to adapt to and never glanced at the steam gauges during the flight.

Unlike many pilots and especially flight instructors, I was eager to transition to glass and decided to go to Duluth, Minnesota and become a Cirrus certified flight instructor. Since then I had the opportunity to deliver several new Cirrus aircraft from the factory to their new owners.

Safety Issues With Glass Panels

The National Transportation Safety Board (NTSB) released a study they did on March 9, 2010 on aircraft accidents titled SB 10-07, and we found, much to our surprise, that there were substantially more fatal accidents in glass-equipped aircraft than with conventional gauges; more on that later.

It has been stated in another study that scanning and interpreting an analog gauge is easier than with a digital gauge. Citing some interesting facts, do you remember when the digital revolution put digital speedometers in cars? It appears that we have now reverted back to analog gauges. Racecar drivers rotate some of their analog gauges so when everything is good, all of the gauges point up. After some discussion at the seminar, I had to agree that in an instrument scan, an analog altimeter and airspeed gauge are easier to read and interpret. Going back to the NTSB study, it was further pointed out that quality pilot training in glass panel equipped aircraft could considerably reverse the fatal accident statistics in these aircraft.

Glass Panel Costs

Another item to consider if you are contemplating an upgrade of your present aircraft to glass is *cost*. If you like your aircraft and plan on keeping it for some time, it is easier to justify the cost. Like any avionics upgrade for every A.M.U. (aviation monetary unit, "$1,000") you spend, you increase the value of the aircraft by about half. Let's say, however, that an HSI or flight director gyro needed an overhaul. The cost of that overhaul would equal about half of an entry-level glass panel, and that overhaul would add nothing to the value of the aircraft. *So go for the glass panel!*

From my own personal experience, failures of glass panels seem to be the same as those of steam gauges. Repairs of glass panels seem to be considerably more expensive because more serious repairs need to be done at the factory with few choices of aftermarket repair stations.

Testing That New Glass Panel

When you add new equipment to your aircraft – glass panel or other – there are many interface problems that need to be dealt with at your avionics shop. *How does the avionics technician make all of your old equipment integrate with the new equipment?*

In many cases, there are issues that need to be

corrected after an installation. My recommendation is to get a pilot or instructor familiar with all of your equipment to test fly your aircraft when it comes out of the shop. I have flown installations, which were done in years prior, that never worked properly, and the pilot/owner did not know how it should work from the start. So a new installation is one thing... Training in the use of the new equipment is another.

Glass Panel Features

There are a lot of differences in the features of the different glass panels. One of my favorite features separating the entry-level display from the top-level display is *"synthetic vision."* This is an expensive option even on the top-level displays. It is like having x-ray vision looking through the clouds and fog and seeing the runway on a low IFR approach. A box appears, and the pilot only needs to aim it at the runway end. As the runway gets closer, the runway numbers appear and get larger.

I found it strange the first time I taxied onto the runway with synthetic vision to see the runway-like picture on the screen that so closely represented what I saw through the windscreen.

I feel synthetic vision is an enhanced safety feature and well worth that extra dollar. The leading airfreight company, FedEx, must feel the same as they are equipping their entire fleet of Cessna Caravans with Garmin G-600 synthetic vision, glass-panel displays.

Will SOLAR MAX Affect Our Modern Technological Aircraft?

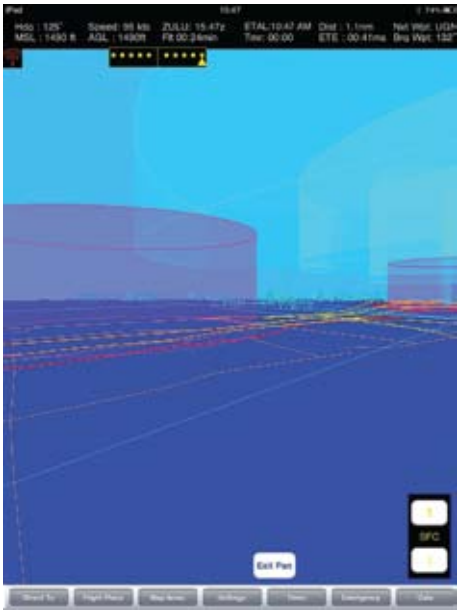
At the end of 2012 and early in 2013, the 11-year solar cycle will peak. This could mean damaged satellites and disrupted radio communications worldwide. A team led by Mausumi Dikpati of the National Center for Atmospheric Research is quoted as saying, *"The next sun spot cycle will be 30% to 50% stronger than the previous one."* If correct, a burst of solar activity, second only to the historic SOLAR MAX of 1958, could be produced in the years ahead.

According to the National Aeronautics & Space Administration (NASA), the intensity of the geomagnetic storms during Solar Cycle 24 may be elevated by a large breach in the Earth's magnetic field, which was discovered by the THERMIS spacecraft in 2008. A 20-fold increase in particle counts that penetrate the Earth's magnetic field may be expected.

I have personally seen an increase in solar activity with the northern lights visible in northern Wisconsin on August 4th and 5th, 2010, and in the disruption of the Packers football game feed several weeks ago. We as pilots need to remember how to use alternate means of navigation in the event of a failure in the GPS navigation system.

May you always have a tailwind! ❑

GPS Via Apple's iPad



3D view.

Displaying terrain and tower obstacles.

Moving map.

by Robbie Culver

When Apple released the iPad early in the spring of 2010, it rapidly became apparent that the new device offered unique capabilities for use in the cockpit. Since then, the iPad has begun to appear in many varied implementations in aviation.

With a large, bright screen, touch interface, and easily managed size, the iPad appeared perfectly positioned to change the EFB and portable GPS market considerably. The 3G model iPad contains a self-contained GPS, allowing for a wireless, large screen display navigation interface that has a long battery life.

As software was released for the iPad, several aviation-specific applications appeared on the market. One of these was Beacon North America by Zivosity software. I tested an iPad 3G 64GB model using Beacon North America to see how this technology and software works together in real-world use.

One problem became apparent in the cockpit, and it had nothing to do with the software. The iPad's bright screen and shiny surface is like a mirror in the cockpit, reflecting even the slightest light that makes its way to the screen. For this reason, careful positioning and use of the iPad is critical to the successful implementation of this device in your cockpit.

Some users have also reported heat-related issues with the iPad, most notably at higher altitudes. It is also important to note that in-flight weather on an iPad relies on the 3G data signal. This signal may or may not be received at even medium altitudes, and the legality of using 3G cellular devices in the cockpit is currently not crystal clear.

Once you get past that challenge, the iPad is fantastic, and Beacon North America is a perfect match of the technology and some excellent programming. While I am not sure I would use this combination as a primary source of data in actual IFR conditions for reasons I'll discuss later, I do believe this software/hardware combination offers an affordable and technologically advanced solution for many pilots.

Beacon offers in-flight weather, terrain, sectional data, en route charts, approach plates, and several unique features that make it a solid contender in the portable GPS market.

First off is the 3-D view, offering the ability to "see" airspace in a manner that makes interpreting the airspace position relative to your flight path and current position both easy and rapid. Another solid selling point is the software's customizable fields for in-flight data, allowing the pilot to choose what fields are displayed in what order.

Critical to the success of any complex software is the user documentation. I found the Beacon manuals easy to use, well written, clear, concise, and effective.

The display itself is easily configured via navigation menus to enable and disable various display features such as sectional views, terrain, and obstacle data. Finding the correct mix of usable data that allows clear, concise information without excessive clutter is a very personal choice. It took me several tries to find the correct balance, and I can see where different views would be required in different phases or types of operations.

Creating and using flight plans in Beacon is extremely easy once you adjust to how the software accepts user input and is very versatile, allowing you to use various data types as flight plan waypoints. Like many other GPS applications, Beacon does not appear to offer the ability to load an airway route directly without use of the defining waypoints.

For IFR use, Beacon does offer approach plates and en route charts, and the plates do track the aircraft position accurately during the approach phase. However, serious IFR typically requires a certified GPS unit,

Airport data view.

and any interruption in service could have serious implications. For this reason, I recommend the Beacon be used only as a solid backup device in instrument conditions, and not relied on for any primary use. This has less to do with the software than it does the hardware and safety concerns.

While the application was stable and did not freeze or crash often enough to concern me, the fact that the weather relies on the 3G connection and the reflective nature of the iPad itself, combined with the possibility of a shut down due to heat or pressure related events would be enough to concern me.

For VFR use, Beacon is a fantastic tool. It is a great addition to the cockpit for a pilot looking for a technologically advanced solution, and the iPad itself is a powerful tool outside of the Beacon application for pilots of any experience level. I recommend Beacon for the pilot looking for an iPad GPS application that offers reliable, stable operation, ease of use, and advanced features at a reasonable price.

Beacon is available through the Apple Store online. ❑

Funding Proposed For NextGen Aircraft Equipment

WASHINGTON, DC – After seven months of debate, the U.S. Department of Transportation's Future of Aviation Advisory Committee (FAAC) completed its assignment December 17, 2010.

FAAC voted on and adopted 23 recommendations and then presented them to DOT Secretary and Illinois native Raymond LaHood. See DOT's website for a complete list of proposals.

Among the recommendations, FAAC proposed that the federal government fund NextGen equipage of commercial and general aviation aircraft. This federal commitment must be matched in some fashion by financial or operational commitments; for example, reduced CO2 emissions. This public/private partnership in equipping aircraft should focus on equipping aircraft and training staff to use the key NextGen technology and operational capabilities including Performance-Based Navigation (PBN), Automatic Dependent Surveillance –Broadcast (ADS-B), Ground-Based Augmentation System (GBAS), and Data Communications.

FAAC believes there should be a menu of financial options managed through an infrastructure bank or other financing vehicle. ❑

Steve Rehwinkel

Photo for illustration purposes only showing damage that can occur when aircraft collide with wildlife.

Bird Strikes – To Takeoff, or Not To Takeoff?
Decision Point!

by Steve Rehwinkel

The trip called for Jim Taylor (JT) and I to take eight passengers to our plant near Quonset, Rhode Island (yes, home of the Quonset hut) for the day and return that afternoon. JT was pilot in command for this leg.

It was January and the weather that morning in Racine, Wisconsin was above freezing, low ceiling, drizzle, the runway was wet, and there was a strong wind off of Lake Michigan. Since we were scheduled for a 6:00 am departure, it was also very dark.

We were flying a Citation 560 and we were at gross weight. For those unfamiliar with operating Federal Aviation Regulation (FAR) Part 25 aircraft, let me take a moment to explain takeoff preparations. Every takeoff requires a number of calculations. Of course we need to know our takeoff distance, but it's different than with FAR Part 23.

When a takeoff distance is calculated, we have a number that represents acceleration with all engines operating, then having complete loss of power on one engine at decision speed (more on this later), continuing the takeoff on the remaining engine(s), and crossing the departure end of the runway at 35 feet AGL. It sounds more complicated than it is. We have plenty of charts and tables that make the calculation simple.

Next, we calculate our three (3) takeoff-related speeds: V_1 or the takeoff decision speed; V_r (rotate), the speed at which we begin to pull back on the yoke; and V_2, which is equivalent to the Part 23 single-engine best rate of climb speed. The pilot monitoring (PM) makes callouts of these speeds, plus a call at 70 knots that all instruments check okay.

In initial and recurrent simulator training, we are drilled on these takeoff procedures: if below V_1, abort the takeoff because you can stop on the remaining runway. If above V_1, continue the takeoff and handle the problem in the air. Otherwise, you'll run off the end of the runway.

This thinking is based on taking off from a minimum-length runway and it's a tried-and-true method of risk management in the takeoff regime. But what if you have a lot more runway than you need that day. Is a takeoff with a compromised aircraft the best decision? This argument has been around forever and it is a factor that most crews include in their takeoff briefing. It was very important for us on that January morning.

JT lined up on Runway 4 at Racine and we began the takeoff roll. I called "70 knots, crosschecks," and then called "V_1" at 87 knots (our calculation for that day). I was just about to call "Rotate" at 97 knots when we heard multiple bird strikes

on the aircraft. The sound was like a muffled shotgun being rapidly fired.

By now we were somewhere above 100 knots and still on the runway. JT called for a high-speed abort. He pulled the power to idle while simultaneously applying maximum braking. (The aircraft was equipped with anti skid brakes, just like ABS on your car; a wonderful feature.)

I extended the speed brakes and JT applied maximum reverse thrust. All of these actions happened within a few seconds. Right after JT called the abort, one of the birds hit right in the center of his windshield and completely blocked his view. He was now doing a high-speed abort totally on instruments!

I immediately turned my attention to the airspeed indicator and I called speeds as we decelerated. I also watched the runway for Jim. He tracked it beautifully. At 70 knots, you're supposed to stow the thrust reversers to reduce the chance of foreign object damage (FOD). The heck with that! We kept them deployed. If the engines die saving our lives, then it is a good day.

JT stopped the aircraft with room to spare. We cleared the runway and called Milwaukee Approach (MKE) on the remote frequency. Remember, they had given us a release and they were expecting us to show up on radar by now.

We discussed whether or not we should taxi to our hangar or shut down right there. JT's visibility out his windshield had improved by now since the drizzle had turned to rain. Also the engine gauges all looked normal. We decided that any damage to the engines had already occurred and there was no telling how long we would have to sit there before we could get tugged in.

What a sight when we saw the aircraft. Blood was still running down the side of the nose from the strike to JT's windshield. We had numerous other strikes. There was one on the fuselage above my windshield. The right wing leading edge was dented and there was bone material stuck into the wing deice boot. Remember, we never got much above 100 knots! The right flap had bird material on it, but no damage. So did both sides of the tail. Both engine inlets had bloodstains as well, but somehow no birds entered either engine. Later both engines were bore-scoped and were found to be free of birds…amazing!

The airport surveyed the runway and found another dead bird. It was a mourning dove, a bird about the size of a pigeon. All told, we estimated we had six (6) strikes.

Throughout all this the passengers were just wonderful. There was no panic even though they all said they could hear the strikes. They knew why we had aborted and congratulated us. After they surveyed the damaged we had them return to the passenger lounge and we asked one of them to call the Rhode Island plant to let them know we were okay. Since we only had two flights going out that morning, we had an extra aircraft at our disposal. We asked the passengers if they still wanted to go and they said yes, so we arrived in Quonset about two hours late.

The moral of the story is that "wildlife strikes" can be a real threat to flying, and any measures that airport management can take to eliminate nesting areas and the potential for bird strikes, should be done.

EDITOR'S NOTE: Steve Rehwinkel was born in Chicago, Illinois, and now lives in Racine, Wis., where he enjoyed a 34-year career as a pilot with Modine Manufacturing Company until he retired in 2007. He is currently the executive director of the Wisconsin Business Aviation Association (WBAA) and a founding member of the organization. Rehwinkel holds an Airline Transport Pilot Certificate and is type rated in the Lear Jet and Citation 500 series jets. He has logged 18,000 hours. Rehwinkel served in Vietnam with the U.S. Army 1st Calvary Division "Blue Max Battalion," as a crew chief on the Bell AH1-G Cobra gunship helicopter from 1969-70. ❑

B-B-But Doctor, What Do I Do Now?

by Art Risser

Art Risser

These are the first words the Aviation Medical Examiner (AME) usually hears when telling an applicant for a Federal Aviation Administration (FAA) Medical Certificate that he doesn't meet the requirements in some way. At this point the AME has met his duty in the process and is not required to do anything more than submit the paperwork to the FAA in Oklahoma City. The bulk of the medical certificate process, following the AME's examination, is performed there.

At this point the pilot, traffic controller, or student must decide how to proceed in the upcoming process with the FAA. Among his choices are doing it on his own (similar to doing an income tax appeal); asking the AME to assist (not all will do that and most rightfully charge for the added service); or hiring one of the fee-for-service companies which specialize in exactly this work.

As you might expect, there are only a few companies which have the knowledge and ability to place themselves between the FAA and the pilot as an advocate for the pilot. Even fewer are dedicated to only this process.

Most of these advocate companies will accept a new pilot/client no matter where in the appeal process they are with the FAA. Some potential clients make that initial contact immediately when they know they have a problem before even making an appointment with the AME. This is the best time to get started with seeking advice.

Other clients will wait until they have spent months going through the FAA process, been denied again, then seek assistance. Although a great deal of time has already passed with the pilot usually grounded, the client can still receive good benefit from the third party assistance.

Once accepted as a client, the advocate company will place themselves between the client and the FAA. It is very similar to how the professional income tax preparer interacts with his client and the Internal Revenue Service. Usually all communications to the FAA are from the advocate company. This eliminates the FAA receiving duplicate and sometimes conflicting or even damaging information into the client's file at Oklahoma City. This is critical because once in the file, the information remains in your records forever.

Most of the advocate companies have access to sources inside the FAA, which are not usually published or readily available to the public. This is one of the most valuable resources they can bring to the table in handling your situation.

The basis for the decision to use a fee-for-service organization varies from person to person, but generally falls into one of three categories.

The first category is when the person feels overwhelmed in dealing with a federal government agency, such as the FAA. Although the FAA has done some work on making it a more friendly agency, it can still be tough to get the information you need.

The second category is the person whose time has greater value than the cost of hiring a third-party. This, again, is similar to the basis used in deciding to not complete your own income tax return. The learning curve is high and results can be harmful, particularly if you earn your living in aviation.

The third category includes those who just plain find the whole process frustrating and don't want to deal with it. Again, this is due, at least in part, to the high learning curve.

Although there are other good reasons for obtaining help, these are among the most frequent.

When selecting an advocate for your interaction with the FAA, you'll want to be sure to get a good feel for how each interacts with you. As with the selection of any professional, each of us has different criteria for the selection of an advocate.

Customer service is probably the most important. Does the type of service provided by the company being considered match up with your needs and your way of doing business? There are many ways to judge this, but you might include in your interview of the prospective advocate company how much the person to whom you are speaking knows about the process. Can they discuss the details and considerations of your problem, or do they simply take a message? Are telephone calls returned in a timely fashion? Are you able to speak directly to the person who deals with the FAA or does your contact with the company simply relay questions and answer back and forth? How often are you made aware of the progress of your appeal? Does the

advocate company contact you or must you initiate the call to them for a status report?

A favorite question of nearly everyone seeking an advocate is: *"How long will this process take?"* Be ready for the answer because it is almost always going to be longer than what you think is reasonable. Dealing with any federal government agency is time consuming. In the case of the FAA, your prospective advocate can only give you time estimates based upon their experience because the FAA will not provide any time estimates for reviewing and responding to applications.

As an aside, it is important to understand the priority with which the FAA handles any appeals for medical certificates. First Class Medical Certificate applications are handled first, no matter where in the arrival sequence they appear. A response time here of just days or, at most, weeks, is not uncommon.

After the First Class applications are processed, the FAA moves on to the Second Class applications. The priority within this group is split into two categories: those whose primary income is through aviation, and those whose income is from other sources. The applications for professional aviators are usually processed first and the others second. For all Second Class applications, the response time can be from weeks to a month or two.

Finally, in the time available, the Third Class applications are processed. Since these are effectively on a "time available" basis, response time of three months or more can occur with 60 to 90 days being pretty typical.

Getting back to the interview process for prospective advocate companies, the cost of the service is important to each of us. There are several different methods of charging being used by different companies. Each has advantages depending upon your needs.

One of the most common methods of charging for services is where you pay, individually, for each level of service you need. This can be a benefit where you are fairly certain of your exact needs. If they are modest and straightforward, this can be the most cost-effective method for you, but if your decision basis proves faulty, this can be very expensive.

If your AME is available to assist you in the additional steps required for the issuance of your medical certificate, a common fee schedule ties to the cost of several office visits. This can vary widely depending upon whether or not the doctor is simply reviewing the records and documentation that you must gather, or if he actually does the legwork of obtaining the documentation. Note that your health insurance will typically not be responsible for these fees.

One of the least frequently seen charging methods is the "flat fee." With this approach you pay a one-time fee, which includes all services offered by the advocate company. In evaluating this approach, be sure you know what comprises a "completed project." It can range from a simple records review, up to a full project completion, which would include all appropriate appeals, waivers, special issuances, etc.

In most cases the costs involved with obtaining additional medical tests, ordering copies of medical records, requesting copies of your FAA files, etc, are in addition to what an advocate company receives in payment.

The FAA has some very good doctors and medical specialists in their regional flight surgeon's offices, at the Oklahoma City processing center, and at the federal air surgeon's office in Washington, D.C. You will not usually be able to speak with the FAA physicians for good reason. If the physicians spend all day on the telephone with pilots and controllers, they will never have the time to review the appeals. A very good source for information is at your regional flight surgeon's office where you will find well-qualified people to respond to your questions and offer guidance on FAA standards and rules for medical certificates.

So, as you can see, there are many facets to choosing a method handling a denial or deferral to your application for a medical certificate from the FAA. If you select the fee-for-service advocate solution, it is imperative that you do your homework before writing that check. Be sure that you know exactly, or at least a pretty firm range, of what the cost(s) will be for the entire project and exactly what is included in the "project" definition.

EDITOR'S NOTE: Art Risser is President of ARMA Research, Inc., a consulting firm dedicated to assisting airmen with FAA medical issues. He may be reached at (920) 206-9000 and www.ARMAResearch.Com. ❑

Bill Blake

AOPA
AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Great Lakes Regional Report

by Bill Blake
AOPA Great Lakes Regional Representative

Promote Expanding State Support, While Protecting What We Have!

As I write this column at the end of 2010, I would like to review the state aviation legislative issues in the Great Lakes Region. In summary, I think we had a pretty good defensive year. There were no new or increased state taxes or fees placed on aviation or aviation fuel in the five states in the region.

AOPA spent most of 2010 opposing a state aviation fuel tax change in ***Michigan*** from $.03 a gallon to what was ultimately proposed, a 4% tax on the wholesale price of aviation fuel. At today's fuel prices, that would have resulted in a significant tax increase. Fortunately, legislative leaders declined to support the change. In December 2010, the Michigan Business Aviation Association, the Michigan Association of Airport Executives, and AOPA urged the passing of a bill that would dedicate part of the state sales tax on aviation products and aviation fuel to the state airports fund. We all believed that some of the tax on aviation should be dedicated to support state aviation facilities. This seemed particularly fair since the tax being charged to buyers of aviation products and fuel had dramatically increased due to the rapidly increasing fuel and product prices. However, with the state of Michigan's budgetary problems, the state legislature was not willing to dedicate taxes to aviation that would otherwise go into the state general fund. I feel certain that during the new legislative session we will be addressing these same issues again. However, due to term limits and a significant number of new legislators being seated, one cannot forecast the same result as 2010. AOPA will continue to oppose any fuel tax based on a percentage of the price of fuel.

As you may remember, the ***Minnesota Business Aviation Association*** (MBAA) proposed a change in the aircraft state registration fees and fuel tax on jet fuel. Its proposal would have had little impact on the smaller general aviation aircraft owner. The proposal was designed to be revenue neutral. However, the bill that was introduced in 2010 included all aviation fuel and changed the formula. The bill was not called for a vote, I suspect because there was no appetite in the state legislature to address any tax matters in an election year. I expect to see some version of the bill re-introduced in 2011. AOPA will be watching the session closely and will continue to work to protect our members' interests.

Although both ***Illinois*** and ***Wisconsin*** have budget issues and have reduced some of the services that used to be available to the aviation community, both have continued to meet the state-matching share for federal airport improvement grants.

The state of ***Indiana*** lowered its contribution of matching funds for the federal Airport Improvement Program grants from 2.5% to 1.25% last year. The legislative budget planning has started for the next budget cycle. I believe the local airport sponsors, who have had to make up the 1.25% shortfall in matching federal grants, will work to have adequate funds included in the state budget allowing the state to return to providing a 2.5% match on federal airport grants. It is important that the state's airport infrastructure be properly maintained to ensure the economic boost airports provide will continue, particularly in the smaller communities.

By the way, airport users at one Minnesota airport recently made it known how important an airport manager was to them. The South St Paul City Council in November of 2010 listed the airport manager position among several municipal jobs to be cut or scaled back. The local pilots were shocked at the news and quickly sought a meeting with the elected officials. They offered to raise $42,000 to fund the manager's salary for 2011. The airport's largest tenant, Wipaire, Inc., sweetened the offer by proposing to match other tenants' contributions to reach the $42,000 goal. AOPA wrote to the council explaining the importance of a full-time professional manager and asking that the position be retained. It is hoped that the council will reinstate the position and look for other cost-cutting measures.

Think about how important your airport manager is to you. On some of our smaller airports, the manager is both the airport manager and fixed base operator. Doesn't this person deserve our support? Without a professional airport manager, the utility of our airplanes is reduced.

As I said at the beginning of this column, we had a pretty good defensive year in 2010. I would like to be more proactive promoting expanding state support for aviation. However, in all honesty, with the weak economy and struggling state budgets, I think 2011 will be another year of trying to protect what we already have. Keeping informed and letting your elected officials know your views about the value of general aviation and continuing state support is very important.

As you probably know, AOPA and other national aviation associations are working together to try to improve the ***student pilot completion rate.*** Increasing the volume of aviation activity in the U.S. would go a long way toward solving many of our aviation issues. So get out there and go flying. Take a friend with you when you can. Who knows,

the aviation bug might also bite him or her. It is a time when aviation could and should flourish. Due to the retirement of many professional pilots, the forecast for pilot career opportunities is the best it has been in years. But even for those not seeking a career in aviation, becoming a pilot greatly enhances the quality of life for not only the pilot, but also the pilot's family.

For more information on these and other issues facing general aviation, please visit www.aopa.org. ❑

AOPA Aviation Summit
Hartford, Connecticut
September 22-24, 2011

Mark your calendars and join AOPA at our annual event.

For more information go to www.aopa.org.

Getting Connected

by Craig Fuller
President & CEO
Aircraft Owners & Pilots Association

Craig Fuller

It's no secret that as AOPA president I spend a lot of time on the road or, more accurately, in the air. I've found there's just no substitute for getting out to airports and events and meeting AOPA members and pilots face to face. And there's definitely no better way to show our elected officials just how passionate we are about aviation than to hold our GA Serves America gatherings.

This year, I want to take it a step further and meet even more pilots and people who are interested in general aviation. I believe it's important for all of us to raise interest in aviation and show people just how useful and enjoyable flying can be. To do that, we need to connect—with one another and with those who aren't yet flying. It's all part of our initiative to "Rally GA." I hope you'll take part by coming out to some of the dozens of events we'll be attending all across the country this year—and I encourage you to bring a friend.

We're always adding new events to the schedule, but here are a few worth planning ahead for:

February 25–International Women in Aviation Conference—Reno, Nevada. Two years ago, I gave away the AOPA Sweepstakes airplane here. I can't promise another giveaway, but it is a great forum to focus on the year ahead.

February 26–Northwest Aviation Conference—Puyallup, Washington. I'll be elaborating on our "Rally GA" theme for this always enthusiastic audience.

CONTINUED ON NEXT PAGE

FAA May Relax Prohibition On Company Reimbursement For Part 91 Flights By Officers/Employees

by Greg Reigel
Attorney At Law


Greg Reigel

Back on July 8, 2010, the FAA published a *Proposed Interpretation* seeking public comment regarding a proposal to modify the FAA's broad prohibition on pro-rata reimbursement for the cost of owning, operating and maintaining a company aircraft when used for routine personal travel by senior company officials and employees. After receiving comments, and in response to the National Business Aviation Association's (NBAA) request that the FAA modify its longstanding prohibition, on December 10, 2010, the FAA issued a *Modified Interpretation* in which it agreed that, under certain circumstances, it would allow "a company to be reimbursed for the personal travel by an individual whose position merits such a high level of interference into his or her travel plans."

What does that mean? Well, for those limited number of employees who are so important to a company that they can be called back to work at any time upon a moment's notice, even during personal travel, then the FAA will consider their travel on the company aircraft as "within the scope of and incidental to the business" of the company operating the aircraft. However, the *Modified Interpretation* warns that not all personal travel will meet the conditions for reimbursement, such as "when the high-level employee or official may have personal travel plans that are unlikely to be altered or cancelled, even for compelling business reasons." By way of example, and for purposes of guidance, the FAA cites travel for a significant event, such as a wedding or funeral of a close family member, or for necessary or urgent medical treatment, as instances of personal travel that would not likely qualify for reimbursement.

It is important to note that this interpretation applies to reimbursement under FAR 91.501(b)5, which specifically regulates "large airplanes of U.S. registry, turbojet-powered multi-engine civil airplanes of U.S. registry, and fractional ownership program aircraft of U.S. registry that are operating under FAR 91 Subpart K in operations not involving common carriage." However, companies operating other aircraft may be able to take advantage of the regulation under the NBAA's Exemption 7897, as amended. Exemption 7897, or the "Small Aircraft Exemption" as it is called by NBAA, allows NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of FARs 91.503 through 91.535.

In order to take advantage of this interpretation, the company will need to make a written determination that the flight in question was of a routine personal nature. The FAA also advises that the company should maintain a list of individuals whose position with the company require him or her to routinely change travel plans within a short time period. The company must then provide that list to the FAA upon request.

With the proper documentation, companies will be able to provide their select few executives with personal travel on the company aircraft and receive reimbursement while still operating under Part 91. Not a big move by the FAA, but certainly a move in the right direction!

EDITOR'S NOTE: Greg Reigel is an attorney with Reigel Law Firm, 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). ❑

GETTING CONNECTED FROM PAGE 17

March 7–Heli-Expo—Orlando, Florida. I'm looking forward to spending a couple of days perusing the finest rotor-related products in the world.

March 29-April 2–Sun 'n Fun—Lakeland, Florida. Our whole team will be there.

May 26–Texas Aviation Conference—Austin, Texas. This is a great opportunity to reach pilots, GA users, and state transportation officials all in one place.

July 8-9–Wing Nuts Flying Circus and Fly-In—Tarkio, Missouri. Don't let the name fool you. These are serious aviators who gather at the invitation of House of Representatives GA Caucus co-chairman, AOPA member, and avid pilot, Congressman Sam Graves.

July 12–Wichita Aero Club—Wichita, Kansas. This is a good time to take stock of the first half of 2011 and discuss what the rest of the year promises politically and economically.

July 25-31–EAA AirVenture—Oshkosh, Wisconsin. Our AOPA team shows up in force at AirVenture to celebrate the best of general aviation.

September 22-24–AOPA Aviation Summit—Hartford, Connecticut. Mark your calendars and join AOPA at our annual event.

October 10-12–NBAA—Las Vegas, Nevada. Come out to see the full range of aircraft being used in business today.

I hope you'll get your calendar out and block out time to come and see the AOPA team as often as you can. Let's get together, celebrate the freedom to fly, and "Rally GA!" ❑

Yes, It's Real...Red Bull's Helicopter Does Aerobatics

Chuck Aaron

Red Bull's BO-105 aerobatic helicopter.

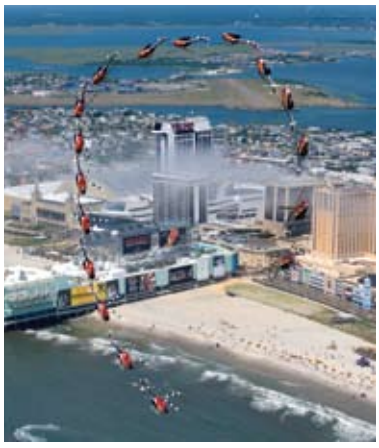
by Larry E. Nazimek

Some TV newscasts have an "Is it real?" segment, where they examine a You Tube video clip of something that appears to be impossible. A helicopter performing aerobatics has been regarded as

impossible, but I can tell you first hand that Chuck Aaron, flying Red Bull's BO-105, does the same aerobatic maneuvers once considered to be the domain of fixed-wing aircraft.

I got to fly with Aaron, who was on hand for the 52nd Annual Chicago Air & Water Show, which attracted two million (2,000,000) spectators.

Helicopter aerobatics has been a topic for discussion, particularly since the 1983 movie "Blue Thunder," where trick photography showed a futuristic police helicopter perform a loop. Probably every helicopter pilot at the time was asked if this was possible.



A photo taken at slow speed shows Chuck Aaron performing a loop in the Red Bull helicopter.

In 2004, Chuck Aaron was also one of those who believed that helicopter aerobatics was impossible. That was when Red Bull founder Dietrich Mateschitz, an aviation enthusiast, approached him with the idea. "All I could think is, 'That's a good way to die,'" said Aaron. Aaron reconsidered a few weeks later, when he remembered hearing that German test pilots had successfully demonstrated aerobatics in the BO-105.

The crux of the problem is that helicopter rotors are hinged, that was, until MBB (Messerschmitt Boelkow Blohm) designed this one with a titanium one-piece rotor head with four short composite blades that rotate at 430 rpm. The oil and fuel systems are pressurized to keep them working through the flight regime, and other modifications (the particulars are "proprietary") have been made to make this THE helicopter for aerobatics.

Aaron has been flying since 1973 and has accumulated over 18,000 hours (equivalent to more than two years worth of hours) in some 33 different helicopter models. Strangely enough, he did not get his training in the military. As for his initial experience, "I did a lot of crop dusting," he said, as well as traffic reporting and banner towing. Aaron has been in charge of NASA's Space Shuttle Air Rescue Program, and has flown in various movies and TV programs. He helped the Department of Defense develop and test night vision goggles, and has rebuilt three Cobras from leftover military parts.

Aaron is the only helicopter pilot certified for aerobatics. As for his checkride, he said that the FAA had the chief test pilot of Boeing's Apache program ride along with him as he demonstrated the aerobatic maneuvers.

The aircraft's G limitations are -1.0 to +3.1, and for loops, he generally pulls about 2.7Gs. As for entry parameters, there are none. Aaron can start a loop at any airspeed, even standing still. This aspect may not contribute to the "WOW factor" for non-pilots, but for those who have flown aerobatics, this is particularly impressive. With two 425 hp Allison Rolls Royce C-20B turbine engines, the day's 90-degree heat was not a factor.

In our flight, Aaron demonstrated loops, rolls, Immelmans, a split-S maneuver, a Half Cuban 8, etc., the same aerobatic maneuvers one would perform in fixed-wing aircraft. In this case, however, they are completed within a few hundred feet of altitude, another factor highly impressive to those who have flown aerobatics in fixed-wing aircraft, particularly military jets.

Red Bull actually has two of these BO-105s in the United States, with one for the eastern half and the other for the western. It simply isn't practical to ferry them around for every air show flown. Aaron commutes from one air show to another with the help of his son and crewmember, Charles Aaron, Jr.

Red Bull has another BO-105 at its Salzburg, Austria, hangar as part of "The Flying Bulls," that includes a B-25J, Stearman, DC-6B, P-38L, F4U-4 Corsair, Alpha Jets, Bell 47, Cobra TAH-1F, and other aircraft (http://www.flyingbulls.com/#/en/Aircraft/) in a very impressive hangar (http://www.hangar-7.com/#en/homepage/).

If you get a chance to see this helicopter in action, don't pass it up. You will see why Chuck Aaron earned the 2009 Art Scholl Showmanship Award. ❑

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EAA's B-17 Shows Striking Contrast In Radio Technology

EAA's B-17 "Aluminum Overcast" on the ramp at Waukesha County Airport, Waukesha, Wisconsin.

Crew chief, Terry Tucker, provided a preflight safety briefing.

Story by Jim Karpowitz
Photos by Geoff Sobering

There are few things that the boss could say to me during a workday that would brighten it more than, "I was supposed to fly in the B-17 tomorrow, but I can't make the flight; do you want to take it?" Well, maybe "I'm doubling your salary," or "You look tired; you should really take the rest of the month off," could edge out such an offer, I suppose. Since childhood I've been fascinated by large, round-engined propeller-driven airplanes. Imagine

Rally GA

If you're like me, your schedule fills up quickly and there are weeks, or even months, when you look at your calendar and wonder when your next "free" day might be. To be honest, I enjoy being busy and love to travel around the country meeting with my fellow pilots and AOPA members. But it does mean I have to plan ahead if I am going to fit in all the things I want to do. And even then, I sometimes I have to slow down and acknowledge that I can only be in one place at a time.

So it should come as no surprise that I already have numerous events on the calendar for 2011. In the interest of getting on your schedule before it fills up, I wanted to take this opportunity to let you know about some of the places where I will be during the year.

February 25–International Women in Aviation Conference—Reno, Nevada

February 26–Northwest Aviation Conference—Puyallup, Washington

March 7–Heli-Expo—Orlando, Florida

March 29-April 2–Sun 'n Fun—Lakeland, Florida

May 26–Texas Aviation Conference—Austin, Texas

July 8-9–Wing Nuts Flying Circus and Fly-In—Tarkio, Missouri

July 12–Wichita Aero Club—Wichita, Kansas

July 25-31–EAA AirVenture—Oshkosh, Wisconsin

September 22-25–AOPA Aviation Summit—Hartford, Connecticut

October 10-12–NBAA—Las Vegas, Nevada

I hope you'll come join me at as many of these events as you can.

If you don't see something in your area, don't worry. We're always adding to the schedule and I will be hosting numerous pilot town meetings at locations nationwide throughout the year.

I view these gatherings as an opportunity to connect—with one another and with people who are interested in aviation but have not yet taken the first step. It's all part of AOPA's plan to "Rally GA" in 2011.

Craig L. Fuller
AOPA President and CEO

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

EAA Photo

The radio room with equipment used during World War II.

Avionics technology has greatly improved since World War II, as seen by this modern instrument panel and radio stack.

the stories that the B-17G could tell, not only of its wartime service, but more recently of the countless wonder-filled faces of people who have been fortunate enough to fly in the big bird. Tomorrow, June 24, 2010, I would be taking a ride aboard "Aluminum Overcast," the flagship bomber of the Experimental Aircraft Association (EAA).

Being a lifelong radio buff (34 years as a licensed ham operator and nearly 23 years in avionics), I knew exactly where I wanted to sit in the airplane – in the radio room position. Located just aft of the bomb bay in a compartment roughly equal to a half-bathroom, it was the avionics bay of the 1945-era aircraft. I say "was" because the large, heavy boxes and the imposing antenna tuning array, including the Frankenstein-style knife switch and retractable antenna, have long passed into disuse. All of this vintage equipment was designed to function on High Frequency (HF), the only practical means at the time to achieve long distance communication. Operating it was more art than science and would keep the radio operator more than mildly occupied during the course of a mission.

Seeing all of this gear takes me back to one of my great regrets in life. When I was about 10 years old, I happened upon a rummage sale where a fellow was selling a massive load of vintage radio equipment, including old military tube-type gear. I had already developed an interest in old equipment and a fairly good working knowledge of radio, so this was a gold mine. Unfortunately, my limited budget and the fact that you can only carry so much on a bicycle meant that I had to limit my purchases that day. Had I really understood what I was looking at, I would have begged my dad to go buy the guy out. I've never seen a collection like that before or since. A BC-610 would have looked nice in my collection, but hey, we live and learn.

So anyway, there I was the next day, seated in the radio room, listening to the chatter over the rumble of four thirsty Wrights, checking over my camera gear and taking it all in. The radio room is strictly for show and tell these days. The airplane is now equipped with a modern Garmin stack occupying part of an instrument panel modified to accommodate equipment that would have been beyond anyone's wildest dreams 65 years ago. What a study in contrasts. This old HF gear gulped a relatively huge amount of power, took a great deal of skill and finesse to operate (much like the aircraft itself) and was very much at the mercy of atmospheric conditions. And, for the most part,

The B-17 Flying Fortress is powered by four Wright R-1820 Cyclone turbocharged engines.

A look at the tail through an opening in the top of the fuselage.

all you did was talk to people and maybe take a directional bearing with it. No VOR, no ILS, certainly no RNAV, no transponder, no DME, no LORAN. These guys back in the day had maps, a compass, the stars and maybe a few stations to catch a radio bearing. Using these comparatively primitive tools, they managed to find the targets, deliver the goods and get back home under some pretty adverse conditions. Thinking about all of this gives me a pretty strong urge to stand and salute the people who made this happen.

The takeoff run gives you an appreciation for soundproofing, of which the B-17 has none. Those four engines are exceedingly loud. In minutes, we were airborne and I could wander around the aircraft. Up to the nose through an access tunnel I went. That access tunnel reminds me of the last time I had to chase my kids in the McDonald's playland equipment (I don't fit gracefully through tight spaces and the playland tunnel was roomier). The glass-enclosed nose cone was where the bombardier sat, but this time we were not dodging flak and fighting off pesky little airplanes shooting at us. It's an amazing sight and I could have sat there for a long time. Other people

The bombardier sat in the nose cone of the B-17.

wanted a look too, so I folded myself back up toward the cockpit, and paused to look over the pilot's shoulders. Yeah, the boys of World War II would have salivated over even one GNS-430, but ground-based radar was enough of a miracle for that era.

Back aft, I lingered at the waist gunner position. Hmm… I don't suppose I could take these Browning 50mms to Fletcher's for a little target practice, could I? Oh, yeah, not many airplanes have an open fuselage where you can stick your hands or your head up in the slipstream. I put my video camera up and ran some tape on the view. Before long, we're given the signal that it's time to secure for landing.

Soon, we're back on the ground and the thunder returns to a rumble so we don't have to shout anymore to be heard. After we disembarked, I took some time to listen to Douglas Holt, a World War II vet, relate some of his wartime recollections and then it was back to work.

My flight of the B-17 was a perspective adjustment. This airplane represents the best of a bygone era. Faster, more capable and higher-tech bombers (and ordnance) exist today, but show me something built in the last 30 years that can make an octogenarian cry at the sight of it. As I listened to just a few of Doug's stories while contemplating the equipment that these guys were using, I understood that flying this bird took a unique combination of skill, fortune and courage. If the crews of the B-17 had the small radio stack that the aircraft has today, to say nothing of the extremely sophisticated current military technology, World War II might have been a very different engagement. At the same time, what the B-17 and its relatively primitive avionics bay may have lacked in technology, it more than excels in pure elegance and character. I cannot help but have a great deal of respect for the people who knew how to make the radios back then work when it counted the most.

These days, we in aviation are blessed with incredible panel capability and safety systems unheard of even 30 years ago. Perhaps a legitimate concern might be that today's avionics could potentially lull pilots into complacency. Navigation has never been easier with modern GPS. In my avionics service work, I periodically discover VOR indicators that are substantially out of alignment, undetected by the pilot because the GPS is the navigation of choice. By all means, I think that we ought to utilize the wonderful capabilities that the modern panel has to offer, but the challenge is to maintain our skills and use these avionics as tools and not a crutch. As I said, the B-17 crews found their targets with a map, a compass, a watch and a Norden bombsight. How many of us today could do the same in our current state of proficiency?

EDITOR'S NOTE: Jim Karpowitz is the avionics support technician at Skycom Avionics, Inc., located at Waukesha County Airport, Waukesha, Wisconsin. ❑

Wag-Aero...

Kinda Like The Old Hardware Store, But For Airplanes

Wag-Aero Sport Trainer over Lake Geneva, not far from its birthplace in Lyons, Wisconsin.

Wag-Aero, Lyons, Wisconsin.

by Dave Weiman

When we bought our 1946 Cessna 140 in 1980, we needed a new tail wheel and springs, and wanted to install air vents in the side windows. Being our first airplane and an antique, we asked fellow aircraft owners where best to get the parts. Without hesitation and as if there was no other choice, our friends said **"Wag-Aero"** in nearby Lyons, Wisconsin. We called, and they shipped the parts the same day.

Wag-Aero manufactures and distributes more than 10,000 items from complete aircraft kits to seatbelts, engine mounts and bushings, airframe tubing; exhaust systems; gas caps and fuel testers; air filters and replacement elements; oil and oil filters; spark plugs, starters and alternators;

Mary Myers, President of The Wag-Aero Group, with her husband Bill Read, Chairman and CEO, in one of several maintenance shops operated by Aero Fabricators in Lyons, Wisconsin.

Wag-Aero catalog.

brake linings and shock struts; radio antennas; data placards, decals and stencils for lettering and numbering; metal and wood propellers and spinners; a complete selection of aircraft panel instruments; landing lights and bulbs; batteries, battery chargers and jumper cables; wheels and tires; and wheel pants for practically every model of Champ, Grumman, Luscombe, Stearman, Waco, Fairchild, Stinson, Cessna, and Piper aircraft. If you need a wingtip, chances are Wag-Aero has what you are looking for, and if by chance they don't, they will direct you to where you can find one. If you own a private airstrip, Wag-Aero has marker balls for power lines, runway lights, and windsocks.

Wag-Aero has a great selection of tie-down kits; window heat shields; wheel chocks; emergency locator transmitters (ELTs); a library of engine, service and owner manuals; and tools, such as safety wire twisters to go with the safety wire they also sell. Come to think about it, Wag-Aero is where I bought mine!

Pilot supply-wise, Wag-Aero has headsets, intercom systems, push-to-talk switches, handheld radios, logbooks, life vests, and fire extinguishers.

Wag-Aero was founded in the early 1960s by Dick and Bobbie Wagner in the basement of their home in Lyons, Wisconsin. Dick was flying for Republic Airlines out of Minneapolis and building the business on the side with Bobbie. As the business grew, Dick did what few airline pilots do midway in their careers and quit flying for the airlines.

By 1965, Wag-Aero published its first catalog and in 1971, the company moved from Wagner's basement to its present location. Since then there have been three additions to the original warehouse and manufacturing facility, and an airstrip with two grass runways was built atop the hill behind the buildings for those customers that prefer to fly in.

Today, Wag-Aero has more than 95,000 customers in 47 countries, including the United States, Canada, Western Europe, South Africa, Japan, Korea and Australia. Sales are 67% internet and mail orders, 24% phone orders, and 9% over-the-counter. Wag-Aero publishes and distributes 600,000 copies of their catalog twice each year, as well as four flyers. The entire catalog is also available digitally at onlinecatalog.wagaero.com.

The Wag-Aero catalog is not only informative, but also educational, and makes for some good bedtime reading. You see parts and supplies in their catalog that you may have never

considered buying before, but will find useful once you do. Longtime employees Mary Pat Henningfield and Frances McCourt in the marketing department are responsible for creating the catalogs and the flyers.

Wag-Aero's kit sales are an important part of the business.

Wag-Aero's first kit aircraft, the "Sport Trainer," is a replica of the Piper J-3 Cub. Later, the "Wag-A-Bond" and the "Sportsman 2+2" were added. The Sportsman 2+2 was one of the first four-place homebuilt aircraft ever created, which could be purchased in kit form.

Within the Wag-Aero Group of companies is **"Aero Fabricators,"** which the Wagners established in the mid-1970s. There are three departments within Aero Fabricators: welding, sheet metal fabrication, and seat belt manufacturing.

The *welding* department remanufactures aircraft mufflers and engine mounts to FAA standards. They also produce many new manufactured aircraft exhaust systems, as well as structural components, such as pre-welded fuselages for Wag-Aero kits.

The *sheet metal* department manufactures to FAA standards gas tanks, leading edges, metal skins and cowlings for many different aircraft, including Wag-Aero kits.

The *seatbelt* division manufactures and repairs FAA-approved seat belts and shoulder harnesses in many styles and colors and has been a leader in the industry in designing and manufacturing shoulder harness installation kits. Oftentimes, seatbelts are received on one day, repaired, and then shipped back to the customer the following business day.

In all, Aero Fabricators produces approximately 850 various components.

The Wagners built a wonderful business, but after 34 very successful years, they wanted to devote the rest of their lives to missionary work and decided to sell Wag-Aero on September 1,1995 to Bill Read and Mary Myers of Milwaukee.

Like the Wagners, Bill Read and Mary Myers come from a general aviation background. Bill is a third generation pilot, and owns a Piper Saratoga. Together, they have been attending EAA AirVenture in Oshkosh, Wis., and Sun 'n Fun in Lakeland, Florida, for years.

Before purchasing Wag-Aero, Bill and Mary were both bankers in Chicago, then later moved to Wisconsin where Mary was president of Bank One in Mequon, and Bill was the CEO of all Bank One locations in Wisconsin with headquarters in Milwaukee. When the banking industry began to consolidate, Bill and Mary began looking for a business to buy.

To help with the transition, the Wagners remained consultants to Bill and Mary for several years, and Bill continued working full time at Bank One for four more years until going full time with Wag-Aero.

Wag-Aero Sport Trainer

Wag-Aero Sportsman 2+2

Unlike many new owners that purchase a business, Bill and Mary did not jack up prices to pay for their new acquisition. Instead, they

Bill Read, Chairman and CEO of The Wag-Aero Group, holds a wing rib manufactured by Aero Fabricators.

Mary Myers, President of The Wag-Aero Group, holds an aircraft muffler manufactured by Aero Fabricators.

continued the Wag-Aero tradition of supporting the general aviation community with a variety of high-quality products at attractive pricing, and made customer service their top priority. They also looked for additional businesses to buy which would complement the existing line of Wag-Aero products and services.

In April 1997, Wag-Aero acquired the assets of **Viking Aero Manufacturing,** which expanded Wag-Aero's product and manufacturing lines to include 23 different types of handheld tow bars.

In October 2002, Wag-Aero acquired the assets of **Ground Support Manufacturing, Inc.,** which further expanded Wag-Aero's product and manufacturing lines in aircraft and airport-related equipment. These products include a full line of aircraft hand held and tug-type tow bars, jacks, oil and fluid drain pans, engine stands, wheel chocks, work platforms, aircraft winches and a new electric powered tow bar called the "*Tow Buddy*." These products are now all manufactured in the Aero Fabricators facility in Lyons, and marketed through the Wag-Aero catalog and website.

If you own a light sport aircraft, an experimental aircraft, or an ultralight, it may have a ROTAX engine. If so, when it comes to new ROTAX engine sales, repairs, parts, and overhauls, **Leading Edge Air Foils, LLC** (LEAF) is at your service. Check out their full digital catalog at onlinecatalog.leadingedgeairfoils.com.

LEAF is one of the oldest and largest suppliers of ultralight parts and accessories. Bill Raisner of Peyton, Colo., who passed away in 1999, founded the company in 1975. The company was then sold to Bill Read in August 2000, and the business was moved to Wisconsin.

LEAF is now the central U.S. independent Service Centre for ROTAX aircraft engines and there are 26 independent ROTAX Repair Centres within the Leading Edge Air Foils, LLC territory of 18 states.

LEAF maintains a substantial inventory of ROTAX engines and spare parts in addition to many ultralight parts, including Genuine Quicksilver replacement parts.

Brian Meyerhofer is LEAF's Engine Service Supervisor. Another key person within the Wag-Aero Group is Tom O'Neill, who heads up the company's kit building network and technical service support.

Aero Fabricators was expanded in 2005 with the acquisition of Safe Air Repair out of Albert Lea, Minnesota. Along with the Safe Air Repair acquisition came the FAA licenses to manufacture over 10,000 replacement parts for Aeronca and Taylorcraft aircraft.

A lot of very successful aviation business leaders today got their start at Wag-Aero. Among them include Larry Dawley of Dawley Aviation in nearby Burlington, Wis., which specializes in aircraft exhaust system repairs; Gino Santi of the aircraft parts and supply company Trimcraft Aviation in nearby Genoa City, Wis.; and Carl Hartwig of Eagle Fuel Cells-Etc, Inc. in Eagle River, Wis.

Mary Myers not only has a background in finance and accounting, but since buying Wag-Aero, she has become a DMIR, which stands for Designated Manufacturer Inspection Representative of the FAA, so she can personally inspect parts manufactured by Aero Fabricators. Bill Read is also very good at the finance and

accounting end of the business, but has also become an expert at reading aircraft blueprints, and knows every part Aero Fabricators manufactures. Together, the couple knows how to run a business.

"We sell a lot of parts to individuals, but also to repair stations and FBOs," said Mary Myers.

"We are a lot like the old hardware store, but in aviation," said Bill Read. When was the last time any old hardware store ever sold up to 9,000 parts in one month? The Wag-Aero Group does.

Dick Wagner used to enjoy buying up inventories of new and used aircraft parts at auctions and making them available to aircraft owners and builders. Today, most parts distributed by Wag-Aero are FAA-approved and traceable due to new regulations. The parts are inventoried on computer, so when inventory gets low, new parts can be purchased or manufactured so they are always in stock and available to customers.

It is the Wag-Aero Group's goal to limit downtime for aircraft owners, and provide quick turnaround on repairs and overhauls.

Brian Meyerhofer, Engine Service Supervisor for Leading Edge Air Foils, LLC, shows a map of 26 independent ROTAX Repair Centres within the Leading Edge Air Foils ROTAX Service Centre territory covering 18 states.

(L/R) Brett Lawton and Brian Meyerhofer of Leading Edge Air Foils, LLC, test a ROTAX engine on a ROTAX Engine Training Fixture.

Wag-Aero also has a unique "Code System" that shows what parts are imported, what parts are FAA approved, and what parts are built to military specifications.

For additional information on the Wag-Aero Group, call 1-800-558-6868, email wagaero-sales@wagaero.com, or refer to their websites: www.wagaero.com or www.leadingedgeairfoils.com.

EDITOR'S NOTE: Dick and Bobbie Wagner were inducted into the Wisconsin Aviation Hall of Fame in 2009. ❑

Aero Fabricators Gets FAA Approval For Production of Taylorcraft Vertical Fins

LYONS, WIS. – Aero Fabricators, the manufacturing division of The Wag-Aero Group, has received FAA approval to manufacture *brand new* Taylorcraft vertical fins for BC12-D aircraft, and it is a direct replacement for OEM P/N D-A40. The fins are fabricated to current aviation material standards using new rigid fixturing to maintain drawing specifications, manufactured uncovered, and currently in production (Catalog Number D-A40).

Waiting for final FAA approval is the Taylorcraft stabilizer OEM P/N D-A419, elevator OEM P/N D-A420 RH and OEM P/N D-A411 LH, and rudder OEM P/N D-A410. These parts are manufactured primed and uncovered.

To order parts, a free catalog or for additional information call or email Wag-Aero at 1-800-558-6868 (wagaero-sales@wagaero.com). Questions can be directed to Tom at extension 124. Also see the online catalog at www.onlinecatalog.wagaero.com, or www.store.wagaero.com). ❑

Air Race Classic To Launch From Iowa In 2011

Preparations are underway for the Air Race Classic, an event organized by The Niney-Nines.

A little young for the 2011 air race.

by Minnetta Gardinier

Fly the perfect daytime, VFR cross country next summer – 2,365 nautical miles, 10 stops, 4 days. You will launch from Iowa City Municipal Airport (IOW) at 0800 on Tuesday, June 21st and complete your adventure after landing at Mobile Downtown (BFM) by 1700 on Friday, June 24th. Between Iowa and Alabama, you will land in the Dakotas, Wyoming, Nebraska, Kansas, Oklahoma, Texas, and Arkansas. At each "stop," you'll fly an exciting, low-altitude, high-speed timing line for "fly-by to land" or "fly-by to continue." You'll make the flight with 80-100 new friends – all women pilots with the same sense of adventure, competition, and history.

The Air Race Classic

The Air Race Classic is now the longest running all-women pilots transcontinental air race, and evolved out of the original Women's National Air Derby of 1929. Humorist Will Rogers dubbed it the *Powder Puff Derby,* a nickname that stuck through the decades long after he caught a racer powdering her nose before she climbed into the cockpit of her plane. In 1948, the race became the All Woman Transcontinental Air Race (AWTAR) with ties to The Ninety-Nines, the International Organization of Women Pilots. Next year, we welcome the start of the 35th annual Air Race Classic in Iowa City, Iowa with the theme "*Celebrating ARC Heroes & History.*"

The Route

Each year the route changes with opportunities for a number of airports to host the start and terminus events, as well as to host racers at the stops along the way. Each route is at least 2100 nautical miles with stops every 280-320 miles. Around June 17th, racers will begin converging on Iowa City Municipal Airport, the oldest municipal airport west of the Mississippi operating in its original location. The race teams will launch from IOW early on Tuesday morning and fly north and west up to the Rocky Mountains: Brookings, SD; Jamestown, ND; Spearfish, SD; and Rawlins, WY. At each airport, racers must fly the timing line according to a precise pattern at top speed that is only 200-300 feet AGL, parallel to a specified runway.

After Rawlins, they will fly east and south to complete five more timing lines at Alliance, NE; Great Bend, KS; Borger, TX; Norman, OK; and El Dorado, AR. Compared to other routes, this one is the longest. It must be flown only in VFR conditions during daytime hours. VFR and airspace rules must be adhered to along the way. Weather and mechanical issues will play key roles that determine if racers land in Mobile, AL (BFM) by the 5 pm deadline on Friday, June 24th. Hopefully, all racers will celebrate their accomplishment on that evening

in Mobile. Of our 50 states, racers will fly over 13 of them by the time they land at the terminus!

The Racers

While the route provides physical challenges for each race team, the pilots that choose to race and come together each year create the personality and spirit for each race. Each race is unique, both for its route and its pilots. These women come from all corners of the United States to join in this adventure. The pilot for each team must have 500 hours PIC or hold a current instrument rating. Each team must also have a copilot with a Private Pilot Certificate. A few teams may carry a crewmember, who must hold at least a current Student Pilot Certificate.

For me, the real highlight of each race over the past three years has been meeting and getting to know some of the stories behind each racer. In Bozeman, MT, my copilot was an architect from New Hampshire, and we were both racing for the first time in 2008. We met 90-year-old Ruby Sheldon, the first helicopter instrument-rated instructor with flying experiences from the Panama Canal to the Arctic Ocean, and 87-year-old Margaret Ringenburg, a WWII WASP. Their teams came in 2nd and 3rd place, respectively that year. In recent years, one-third to one-half of our pilots have been new racers, intrigued by the experience. Last year, we had nine collegiate teams from among 50-plus teams. Other women were taking time off from their jobs as air traffic controllers, airline pilots, artists, consultants, educators, engineers, FAA safety officers, fixed base operators, homemakers, lawyers, nurses, physicians, realtors, researchers, small business owners, and veterinarians (to name a few). They all have great hangar stories to share, along with the paths that led them to take to the skies. It's impossible not to let your mind wander back to the fact that our lineage stretches back to 20 women who competed in the 1929 race from Santa Monica, CA to Cleveland, OH. Through the decades, all of these women pursued their passion for aviation.

The Race

Aside from the sheer length of the race route, each route is designed to ensure that racers are exposed to different airspaces and airport environments – e.g., military operations, restricted airspace, and towered and non-towered airports. Weather conditions can vary greatly along the route, and decisions must be made to ensure that you remain VFR. What are the best times to fly each day based on clouds, humidity, precipitation, temperatures, and/or winds? What altitude? Can you catch a good tailwind? How well can you manage your fuel? Can you minimize your weight in the aircraft and maximize the efficiency of the team's effort inside and outside the cockpit? For some teams, it's all about the competition. For other teams, it's all about the experience. Either way, you cannot fly this race without learning more about your own skills as a pilot, your plane, and flying a great cross country route.

The Celebration

No matter what transpires over the four days of the race, you should celebrate at the terminus. More likely than not, you will have experienced some unexpected setback along the course – a mechanical issue, a bungled fly-by, low ceilings, or headwinds. Or you may simply have the flight of your life! But know that you have accomplished something that few pilots have ever reached for, and revel in it. Some will simply do this once, and others will return again each year as though it was summer camp. For all of these pilots, they have a moment at the race terminus when they stop to reflect on the route and the racers around them. Savor the moment and save the memories. Celebrate that you took the challenge and put together your best cross-country effort.

If Not Now, When?

When I first heard about the Air Race Classic in 2008, I was intrigued, but I immediately set aside the advertisement thinking that I was not prepared to reach for this yet. I had my instrument rating, but I had only been flying for four years. Surely, these racers were more experienced than I was. As my curiosity drew me back to the race route map, I realized that each leg was only about a 2.5 to 3-hour flight, and that it was simply a string of "short" cross country flights. Knowing this made it seem very doable. Finally, I asked myself, *"If not now, when?"* For me, I approached it as a learning experience rather than a competition. I wanted to have fun and to simply complete the route. I have flown three races now, and look forward to my "Fly Camp" experiences. Please join me in Iowa City in June 2011. *If not then, when?*

For additional information email m.gardinier@gmail.com, or refer to www.airraceclassic.org or www.iowa99s.org. ❑

High Altitude Parachute Jumper Featured At Wright Brothers Memorial Banquet

OSHKOSH, WIS. – Joe Kittinger, who jumped from a hot air balloon (Excelsior III) from 102,800 feet (31,300 m) on August 16, 1960 and lived to tell about it, was the featured speaker at the annual Wright Brothers Memorial Banquet, December 17, 2010, at the EAA AirVenture Museum in Oshkosh, Wis. The banquet marked the 107th anniversary of the Wright Brothers' first powered flight at Kitty Hawk, N.C.

(L/R) EAA Founder Paul Poberezny comments on Joe Kittinger's career as an extreme altitude parachute jumper following Kittinger's presentation during the Wright Brothers Memorial Banquet, December 17, 2010 at the EAA Museum, Oshkosh, Wis. EAA President Rod Hightower was the emcee for the evening.

Towing a small drogue parachute for initial stabilization, Kittinger fell for 4 minutes and 36 seconds, reaching a maximum speed of 614 miles per hour (988 km/h) before opening his parachute at 18,000 feet (5,500 m). Pressurization for his right glove malfunctioned during the ascent, and his right hand swelled up to twice its normal size. Kittinger said at the banquet that he did not report the malfunction when it occurred for fear officials would cancel the attempt. Kittinger set historical numbers for highest balloon ascent, highest parachute jump, longest drogue-fall, and fastest speed by a human being through the atmosphere, breaking the sound barrier. These are still current U.S. Air Force records, but were not submitted for aerospace world records to the Fédération Aéronautique Internationale (FAI). Kittinger is currently working with the "Red Bull Stratos Science Team," which is trying to break his freefall marks with a jump from 120,000 feet.

The emcee for the evening was EAA President Rod Hightower, who with EAA Founder Paul Poberezny and Joe Kittinger, ended the program with a traditional toast to Orville and Wilbur Wright.

A number of EAA chapters reserved tables, as did *Midwest Flyer Magazine*. Chapters make the banquet an annual gathering for members, as do participants of the *"Midwest Flyer Canadian Fishing Fly-Out"* who came from as far away as Iowa. ❑

Wicks Aircraft Supply Holds First Aviation Forum Featuring EAA President Rod Hightower & Other Notables!

by Jim Bildilli

Of all the seasons, fall usually provides the best flying weather with cool, crisp mornings and short sleeve shirt afternoons. Saturday October 9, 2010, was no exception when Wicks Aircraft Supply held its "First Annual" Wicks Forum.

Held at the Wicks Aircraft Supply store and warehouse, and adjacent organ factory in Highland, Illinois, the forum provided a perfect mix of education and entertainment. Bruce Wicks treated the early birds to a tour of the famous Wicks Pipe Organ Company that has been crafting fine pipe organs since the early 1900s. Started by brothers John, Lewis and Adolph Wicks, they combined their talents as a watchmaker, cabinetmaker and jeweler to form the company, which continues today as a family business. In addition to a brief history of the company, Barbara Wicks (aka mom) demonstrated the wide-ranging capabilities of a well-constructed instrument in the adjacent studio. A tour of the factory revealed not only the extent of the craftsmanship and quality of the raw materials, but the central reason why Wicks entered the aircraft supply business.

In 1973, Richard Haase, who was a supervisor at the organ company, constructed a "Bowers Fly Baby" using the same spruce as was used to construct organs. A fellow employee, Mel Smith, assisted with the project, but found that acquiring the necessary parts and pieces to be more difficult and time consuming than constructing the aircraft. Together, they approached company president, Martin Wicks, and vice president, George Gibbon, about starting an aircraft supply business. Since Martin was an aviation enthusiast and private pilot and George was the company's pilot, the idea became a reality. In 1975,

(L/R) Scott Wicks with EAA President Rod Hightower.

Wicks Aircraft Supply was formed and moved from a 1,500 square foot room in the organ factory to its own 30,000 square foot building across the street.

In 2003, after 18 years at the Wicks Pipe Organ Company, Scott Wicks was named vice president of Wicks Aircraft Supply and now serves as president where he draws upon his flight experience of more than 20 years and his enthusiasm for aviation.

The first to speak at the forum was Dave Gustafson. Gustafson holds a PhD in Theatrics and previously worked in the communications department at the Experimental Aircraft Association, beginning at EAA's Hales Corners, Wisconsin offices. He now owns his own public relations firm in Bellingham, Washington, and Wicks Aircraft Supply is one of his clients.

Gustafson is no stranger to the homebuilt arena having constructed three aircraft of his own. He set the tone for the forum by relating some stories about the progress that Wicks has made from its beginnings and to also introduce a former teammate from EAA headquarters in Oshkosh, Wis., Ron Wagner.

Wagner is the manager of EAA's field relations who oversees such events as Sun 'n Fun and Arlington and oversaw the development of the Light Sport Aircraft Mall at EAA AirVenture. Wagner's talk centered on the essential elements required to have a successful EAA chapter:

1) Establish regular meeting dates and times and hold the meeting in a public arena such as at the airport terminal, FBO meeting room or even the local library. Make the meetings "inviting" to outsiders, and if you have to hold them in a private residence, ensure that everyone receives a warm and sincere welcome.

2) Have something planned for the meetings and prepare ahead. Get the membership involved in setting common goals, which could be a fund-raising event, a visit to another chapter or other organized event. Use members with valuable strengths and be creative in involving those members in your activities.

3) Ensure that the programs are interesting. A survey of the membership can help determine what they would like to see. Prepare a variety of programs that include guest speakers, project visits, hands-on demonstrations and even movie nights. He also suggested utilizing EAA's Speaker Bureau.

4) Participate in the "EAA Young Eagles" program. EAA Young Eagles has been one of the most popular chapter activities and increases community awareness of the airport. Sharing your passion for aviation with youth can be very rewarding for both.

5) Develop a chapter newsletter or website. These keep the members informed and more involved. It is a good platform to introduce new members and showcase their talents. Most of all, keep the website updated. There's nothing worse than to look at a web page and discover that the last activity listed was nearly two years old.

6) Create committees for all your activities and events. This not only spreads out the work, but also takes advantage of those special talents that members can bring to the chapter.

7) Prepare a "membership plan." Set recruiting and retention goals, take advantage of EAA's six-month trial memberships, remove any barriers to becoming a member and actively recruit new members by inviting other "friends" that may have an interest in aviation, but didn't know how to become involved. Some members belong just because it is fun and interesting.

8) Perform community outreach programs. This could start with cultivating a good working relationship with airport management or by inviting the local media to your events, especially when the chapter is doing a community service-type project…like EAA Young Eagles. Get the local police and fire departments involved with fund-raising activities. Invite a local car club to participate in an open house. Besides cultivating the relationships, the "other" groups will bring their friends and followers to your event as well.

9) Elect good officers. Officers are the glue that binds the chapter together. Elect those with good leadership skills and potential and capitalize on their individual strengths and aptitudes.

10) Most of all, don't forget to have fun. A successful chapter needs three essential elements: social, aviation and educational activities.

After a short break, Roy Beisswenger discussed the finer aspects of flying *"With the wind in your hair and a smile on your face."* Of course, if you know Roy Beisswenger, you are aware of the reason he usually downplays the "hair" portion of the phrase and settles for the "smile" aspects. Beisswenger is the first check-pilot for powered parachutes and the first Gold Seal Light Sport Aircraft instructor. His theory about why people fly can be reduced to four (4) reasons: independence, challenge, transportation and sightseeing, and that there are several aircraft that can satisfy those reasons. From there, he talked about those various types starting with the *"powered parachute"* that provides independence, a challenge and sightseeing opportunities, but is not designed for transportation…at least between points A and B. They are safe because they are always under a canopy, they fly low and slow, they cost less than $10,000, no license is needed, and you can pack it away in a large closet at home.

Beisswenger then proceeded to the next group that included the *"powered paraglider,"* which he describes as a powered parachute with the addition of wheels, seats and a more dependable engine. Of course with this step up, a license is required. He described one of the most common aircraft called the *"Trike,"* which grew out of the hang-gliders of yesteryear. There are both slow and fast Trikes of which the latter can reach speeds between 100 -115 mph. They can be dissembled and "trailered" home, require between 100 – 700 feet for takeoff, can fly in the rain and have a crosswind capability nearing 25 mph. This category can satisfy all four reasons for flying; but again, point-to-point transportation is not its strongest point.

"Light Sport Aircraft" (LSA) were next in Beisswenger's hierarchy. These would include ultralights. Although ultralights have been around for several years, the aircraft in the LSA category are somewhat faster and have a greater number of creature comforts. If you are looking to fulfill all four reasons simultaneously, the LSA probably does it the best.

Finally, Beisswenger includes the "gyro plane" as a way of fulfilling the requirements. They are the third most popular aircraft in Europe, and with the new designs, their safety record has improved tremendously.

Winding up the morning session was EAA's new president, Rod Hightower. Hightower started the meeting by answering the most frequently posed question: *"How in the world did you become EAA's new president?"* His short answer was that he applied for the job! Hightower

stated that the interview process began in January 2010 and culminated when he took over the reins of EAA on September 7, 2010.

Hightower could be considered a "local boy" since he has spent a considerable amount of time across the Mississippi in Creve Coeur, Missouri. Born in Mesquite, Texas, he is 50 years old and has been married for 22 years. He has four daughters and one son, who incidentally, is fascinated with aviation…*go figure!* Although he flew to the meeting in a North American T-6, he flies his own restored World War II vintage Stearman.

Hightower credits his early interest in aviation to two events: The first by living near Naval Air Station Dallas where sonic booms were quite commonplace. The second when he experienced a helicopter ride around Mt. Rushmore. At 16, he took his first flight lesson from a "very old guy" named Jerry Short who was 41 at the time and has not stopped since.

Hightower's priorities with EAA are to spend more time with the chapters and working in the field, rather than in Washington, DC. He thinks that he will be busy because there are 980 chapters with 163,000 members.

A recent poll of the membership indicated that its top four priorities for EAA were: #1 AirVenture, #2 The Magazine, #3 Advocacy, and #4 Youth Education and Outreach. Those priorities will be incorporated into any new or revised initiatives.

One of the first initiatives will be a new direction for the EAA Young Eagles program, which could include a follow-on type program. If there's such a thing as a *"bucket list,"* Rod has a couple items that he would like to see accomplished during his tenure. One is a turf runway at Oshkosh, and the second would be a Jimmy Buffett concert at AirVenture.

After a nice box lunch provided by Wicks, Dave Gustafson gave a presentation on the *"Electric Flight Prize."* Four sponsors including Wicks Aircraft Supply have established several performance prizes for electric powered aircraft. Patterned somewhat after the "X" prize, monetary awards are being set aside for aircraft that can qualify in three (3) categories that include endurance, time-to-climb to a specified altitude, and maximum speed achieved. The competition will take place and be awarded at EAA AirVenture 2011. There will be a $10,000 reward to the winner within each category, and an additional $20,000 to the aircraft that tallies the most points overall. Currently, there are fifteen (15) electric aircraft projects underway in the United States.

Marc Cook, editor-in-chief of *Kit Plane* magazine, and former staff writer for *AOPA Pilot* magazine, held the audience's attention with a presentation on options for replacing 100LL aviation fuel. Cook stated that neither the Environmental Protection Agency (EPA), nor the FAA, can agree on who has the authority to "eliminate" lead in aviation fuels. However, he and many in the industry believe that 100LL will disappear due to pure economics.

Currently, there is only one producer of tetra ethyl lead in the world and 100LL represents only 0.4% of all fuels being used. Older engines that were designed to run on 80-87 octane fuel will still run okay on 94-octane fuel, and currently operate well on auto gas, but without ethanol. The removal of ethanol is not a technical problem, but rather political, since many states have mandated its inclusion into petroleum based fuels. It is the newer high compression and turbo-charged piston engines that will be most impacted.

The critical octane number appears to be "101" before premature "detonation" occurs. Several tests are underway to determine whether lowering compression and retarding timing might be a solution. However, preliminary findings are that neither provides a solution.

Cook suggests that the solution appears to be with the creation of two new fuels named "Swift" and "GAMI." Both still require further testing. Swift is made from biomass and is reported to cost approximately $0.91/gallon. However, realistically it will probably never be sold at that price. GAMI is petroleum based for which Toluene and Xylene are the major components, which give it a "paint thinner" smell. The FAA is now considering it for certification. One characteristic noted by the testers is that it burns slower, which raises the exhaust temperature, but also results in lower cylinder head temperatures.

Read More By Going To www.MidwestFlyer.com

The Midwest: Backbone of Aviation

by Philip Handleman

Philip Handleman

The transformative dream of flight first blossomed in turn-of-the-century Dayton, a bastion of the Midwest. The bicycle shop operated there by the pair of unheralded brothers was the nexus of the unfolding revolution.

Humankind's eternal yearning to frolic with unfettered birds, to soar in the sky like free spirits absent bother or restraint as if unshackled from the drudgery of the mundane, had eluded the most credentialed and titled experts. Professors, scientists, and engineers at prestigious educational institutions, government agencies, and commercial organizations either failed to grasp the enabling technologies or dismissed the whole idea as utopian rubbish.

Wilbur Wright's formal schooling went only as far as a high school diploma. Younger brother Orville didn't even reach that level, opting to shun the classroom in favor of real-world experience. Despite their comparative limitations, the two determined entrepreneurs applied their sharp intellect, mechanical know-how, common sense, self-confidence, and ingenious insight to the challenges that confronted them. They wisely determined that to be successful an airplane would require wings, power, and a control system.

Their staggered flight test program necessitated learning to fly. Skills were gradually acquired in glider experiments along a favored shoreline that featured stiff ocean breezes amid secluded beaches. That meant packing up for yearly sojourns each autumn for four consecutive years. When, at last, sustained and controlled flight by humans in a powered machine was finally achieved, the brothers arranged for the use of a 100-acre dairy farm back home in Dayton. On that hallowed ground known as Huffman Prairie (after the accommodating local banker and property owner who asked only that the brothers not disturb the cows), the first rickety contraption evolved methodically into a truly practical airplane.

The momentous legacy is palpable for that fledgling flying field is cast now in the daily shadow of the gangling control tower of the far larger and encompassing airfield that hosts the world's preeminent aerospace research enterprise and that fittingly bears the Wright name. Coasting overhead with regularity are massive cargo planes whose cabin length exceeds the distance covered by the brothers in their maiden flight. Fighter jets often traverse the airspace, too, and they routinely dash at speeds exponentially greater than any attained by the brothers.

The flush carpet of pastures and farms that dominated the region's topography was ideally suited to enable early flights between points on a map. On cloudless days, the vista over the recumbent Midwestern landscape was devoid of obstruction. Moreover, section lines, defined by perimeter fences and the growing network of roadways, formed a plainly perceptible north-south/east-west grid-work from the air that, serendipitously, constituted a most welcomed navigational expedient.

Barnstormers, the famed gypsies of the sky, relished summer jaunts across the nation's heartland to the next county fair, air meet, or flying display. The Midwest's

climate allows for hot days during the flying season, but typically not the searing heat of more southerly parts. Ambient temperatures, of course, influence density altitude, and in that time of lightly-powered biplanes, the flying circuses were thankful for the region's moderate climate.

Impromptu performances were not uncommon. The roving flyers would do squirrel-cage loops over a town, sometimes centered on the church steeple, and then glide onto a nearby verdant meadow. Having bestirred the prospective audience, the schoolhouse emptied and soon intrepid townsfolk would form a line for rides at five dollars apiece. The wide grins that greeted the showmen evinced a sense of the innocent pleasure of a hardworking people. The joyous times were destined to spice up the lore of this rich, wide-open land, the remarkable inner kingdom.

The sprawling metropolises that rise on the banks of the Great Lakes were havens for flying events as well. Notably, Cleveland opened its large and modern airport to the greatest flying extravaganzas of all time. Every Labor Day weekend through most of the 1930s, the National Air Races occurred there. Legends like the daring Jimmy Doolittle, the swashbuckling Roscoe Turner, and the pioneering Louise Thaden set speed records before overflowing crowds of admiring fans.

In an implicit tribute to the contributions of those aerial trailblazers, on the grounds of that very airport, scientific studies are currently under way into the propulsion systems that may transport explorers of future generations to distant points in the solar system and beyond. NASA's Glenn Research Center, which is located in an area near the finish line of the old air race course, is named in honor of the iconic astronaut and native Ohioan who, not inconsequentially, received his inspiration to enter a life of flying while attending the storied air races as a boy. It was not long afterwards that he tasted flight for the first time in a Cub at an airfield nestled in the countryside elsewhere in the state.

When the demands of war pressured industry to produce airplanes quickly and in unprecedented numbers, all eyes turned to the manufacturing powerhouses headquartered in what was euphemistically referred to as the arsenal of democracy. Detroit's tool-and-die shops, machine tool factories, stamping plants, and vast assembly lines staffed by patriotic and conscientious citizens represented the Midwest's industrial might and unshakable faith. Airframe makers looked to the giant auto companies for production efficiencies.

Ford built its prodigious Willow Run plant from scratch and, under license from Consolidated Aircraft, churned out a mammoth B-24 Liberator every hour at peak capacity. Only traces of the site remain, but the airport has survived as a busy cargo hub. Endeavoring to preserve the era's glory, the nonprofit Yankee Air Museum operates a static air park on the airport's periphery. Also, its army of amazing volunteers has returned a few sparklingly restored vintage airplanes to their proper domain of the sky, rekindling memories of a purposeful society's can-do spirit every air show season.

In so many places throughout the region, the sky shines with lovely examples of a bygone age, of the craftsmanship of dreams-come-true, and of the simple pleasures that stem from sailing aloft in a ship designed expressly to defy gravity and lift its occupants into the pure and regenerative empyrean. The region's rewarding destinations have included, among others, Galesburg's matchless celebration of the enduring Stearman, Blakesburg's comradely gathering of antiques, and, of course, the granddaddy of fly-ins, Oshkosh's brilliant smorgasbord of flight. Everywhere one turns above these flatlands, here in the irrepressible backcountry of the Midwest, there is ample evidence of the backbone of aviation.

EDITOR'S NOTE: Philip Handleman is the President of Handleman Filmworks, an independent production company based in Birmingham, Michigan that has produced award-winning public television documentaries including *"Remembering the Holocaust" and "Our Missing In Action."* Handleman's still photography has been featured on the U.S. postage stamps honoring the 50th anniversaries of the U.S. Air Force and the U.S. Air Force Academy.

Philip Handleman released his twenty-second book, *"Flying Legends of World War II,"* in January.

Philip Handleman has been an active private pilot for 40 years and currently owns and flies two aircraft of military lineage, including a 1943 220 hp Boeing Stearman N2S-3 biplane, and a Cessna 180H, which has been restored as a U.S. Air Force U-17C.

Handleman and his wife, Mary, own Handleman Sky Ranch in Birmingham, Michigan. ❑

MINNESOTA AERONAUTICS BULLETIN
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Airport Projects & How They Are Funded

by Christopher Roy
Director


Christopher Roy

Though winter still has a grip on the upper Midwest, the days continue to get longer and that fact alone makes many of us dream of spring. In just a couple of months we'll be rolling up our sleeves and enjoying the warmth of the sun and another potentially exciting season of flight. It is also a good time to share a few thoughts about just a sampling of projects scheduled for starting and/or completion this coming summer.

For nearly three years, progress has been made toward the completion of a number of significant improvements at the Albert Lea Municipal Airport (AEL). These improvements include the realignment and lengthening of the main runway and a new crosswind runway. This nearly $12 million project, continues to move toward completion in 2011.

Some additional projects include the beginning of Phase 1, of a $7.7 million project at New Ulm Municipal Airport (ULM). Construction on a new crosswind runway at Mora is a $1.8 million project slated to begin this construction season. Fleming Field in South St. Paul will get a pavement slurry seal ($70K), and Winsted will update their airport zoning ($50K) in preparation for future expansion. These and a number of other projects will begin or be completed by this summer's end.

This is just a brief sampling of the range of projects the Minnesota Office of Aeronautics supports. Funding of these and similar projects may come from federal, state, and local sources.

There is often much confusion or misunderstanding about how the Office of Aeronautics is funded from the State Airports Fund. The State Airports Fund receives revenue from four principle sources: Airflight Property Tax, aviation fuel tax, aircraft registration, and investment income. This income provides us with the money to run the office and provide services to Minnesota's air transportation system.

The Airflight Property Tax is that tax paid by the airlines in lieu of other taxes on their flight property, such as aircraft and aircraft parts (Minn. Stat. 270.075(1)). Aviation fuel tax is the tax applied to each gallon of aviation fuel in a graduated (sliding) formula according to the amount of fuel purchased (Minn. Stat. 296A.17 (3) (1-4)). Aircraft registration: Aircraft owners pay an aircraft registration fee in lieu of other taxes on an aircraft (Minn. Stat 360.018 subd 1(1)). Investment income is derived from monies in the State Airports Fund that are invested by the State Board of Investments. [Minn. Stat. 360.017].


Rochester, Minnesota at dusk.
Photo by USAF Maj. Jeff Bartlett, Minnesota Civil Air Patrol.

Airport projects may be funded federally if the project meets certain criteria. State money may be available for airport projects. For an airport to be eligible for any state funding, the airport must be included in the state airport system, publicly owned, and open to the public. It must also be licensed by the State, and zoned in accordance with Minnesota Statutes.

The mission of the Mn/DOT Office of Aeronautics is to promote aviation and enhance aviation safety by assuming a leadership role. This is accomplished by providing innovative educational, technical, and financial assistance for developing and maintaining an excellent and safe air transportation system. We do this proudly, for the social and economic benefit of all Minnesota citizens.

For more information about the Minnesota Office of Aeronautics, go to our website at: http://www.dot.state.mn.us/aero/ ❑

Aeronautics Chief Pilot Tim Valento Retires

Aeronautics Chief Pilot Tim Valento, will complete his last flight for Mn/DOT on Tuesday December 7, 2010. He will then step into his new role as a retiree.

Valento started his flying career in 1966, but didn't begin flying for Aeronautics until March 1980. From 1966 to the present he has accumulated a total of well over 13,000 hours of safe flying time. More than 4,200 hours of that time was flown as an instructor pilot. During his flying career, Valento has flown most every aircraft type from a single-engine Cessna 150, to a three-engine Boeing 727 airliner. When asked which aircraft he liked the most Valento quickly replied, "I like them all. Each one has a different feel and personality that makes them unique in their own way."

He was also quick to answer the question of which airport anywhere in the country was his favorite, and why? He answered with a smile saying, "I always loved flying into and out of Washington, D.C. at night. It is just so beautiful with all the great monuments and lights. It is one of my favorite places for sure."

Dan McDowell

Aeronautics Chief Pilot, Tim Valento.

Tim Valento is known around Mn/DOT primarily for his outstanding flying, But many do not know that he is also a skilled fisherman, an avid golfer, and hard-playing racquetball aficionado. Though his primary passion is flying, he still pours a great deal of energy into his sports and also into his community.

Tim rarely if ever talks about the many generous activities he gladly and humbly participates in through his church, for his community. One example is that for more than 25 years Valento has been a 'very early riser' on Thanksgiving Day morning as he volunteers to cook and prepare meals for the needy at the Cherokee Restaurant in St. Paul. He arrives back home just about the time most of us get up to start the holiday.

But that's not all. Since the year 2000, Tim has spent a fair amount of time baking Christmas cookies and making homemade Christmas candy to send to U.S. troops in the war zones.

He has served a term or more in each position available as an active member of the Minnesota Business Aviation Association (MBAA), and been recognized for his service as president. He also serves as a Committee Chair for the Committee on Pilot Training, for the National Business Aviation Association.

Valento lives with his wife Mary, in St. Paul. They have two grown daughters, Gina and Andrea. When asked what plans he has for retirement Tim smiles and said, "Mary and I will play a lot of golf…when it warms up, travel, and spend time with the grandkids. ❑

FAA Calls For Aircraft Re-Registration

The rules governing federal registration of U.S. aircraft have changed. According to the Federal Aviation Administration (FAA), aircraft must now be re-registered every three years. The final ruling was published on July 20, 2010. Go online to: www.faa.gov for detailed and up-to-date information.

The final rule establishes a three-month "timely filing window." That window is when applications have to be submitted to ensure the aircraft owner will receive a new certificate prior to the old certificate expiring.

Aircraft Re-Registration Schedule**

If The Certificate Was Issued In:	The Certificate Expires On:	The owner must apply for re-registration between these dates *to allow delivery of a new certificate before expiration.*	
March of any year	March 31, 2011	November 1, 2010	and January 31, 2011
April of any year	June 30, 2011	February 1, 2011	and April 30, 2011
May of any year	September 30, 2011	May 1, 2011	and July 31, 2011
June of any year	December 31, 2011	August 1, 2011	and October 31, 2011
July of any year	March 31, 2012	November 1, 2011	and January 31, 2012
August of any year	June 30, 2012	February 1, 2012	and April 30, 2012
September of any year	September 30, 2012	May 1, 2012	and July 31, 2012
October of any year	December 31, 2012	August 1, 2012	and October 31, 2012
November of any year	March 31, 2013	November 1, 2012	and January 31, 2013
December of any year	June 30, 2013	February 1, 2013	and April 30, 2013
January of any year	September 30, 2013	May 1, 2013	and July 31, 2013
February of any year	December 31, 2013	August 1, 2013	and October 31, 2013

The final rule also establishes a (three-year) phase-in schedule for re-registration of all aircraft, based on the month in which the aircraft's original certificate was issued.

The first re-registration notices were sent on or shortly after October 1, 2010, for aircraft that were registered in March of any year. These aircraft are assigned an expiration date of March 31, 2011. The owners of these aircraft must apply for re-registration between November 1, 2010 and January 31, 2011, their assigned timely filing window.

If aircraft registration has expired and a re-registration certificate has not been issued, received, and placed in the aircraft, then the aircraft is without authority to operate.

Aircraft registration certificates issued on or after October 1, 2010,

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Aeronautics Report

Wisconsin Bureau of Aeronautics
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Are You Fit To Fly?

by Jeffery Taylor
Aviation Consultant


Jeff Taylor

Typically, in this column and many other flight training publications, you will find articles on keeping your stick and rudder skills proficient. While maintaining proficient flying skills is a key element in flying safely, don't underestimate the importance of staying *medically* proficient.

Fitness for flight is something everyone should take seriously. Whether you are an airline captain required to hold a First Class Medical, or Sport Pilot who, while not required to obtain an FAA medical certificate, must determine before each flight if you are medically fit to operate your aircraft in a safe manner, it is the responsibility of all pilots to ensure that their current health in no way jeopardizes the safety of a flight.

With age, we must become more aware of the many challenges we face in maintaining our health. Cardiovascular disease is the number one reason for a pilot to be denied a new medical certificate and the problem is growing. From 1972 to 1982 the FAA denied 843 medicals, while in the last three years the FAA denied almost 6,000.

The following medical conditions are specifically disqualifying under 14 CFR Part 67. However, the FAA may exercise discretionary authority under the provisions of Authorization of Special Issuance, to issue an airman medical certificate.

- Angina pectoris;
- Bipolar disorder;
- Cardiac valve replacement;
- Coronary heart disease that has required treatment or, if untreated, that has been symptomatic or clinically significant;
- Diabetes mellitus requiring insulin or other hypoglycemic medication;
- Disturbance of consciousness without satisfactory medical explanation of the cause;
- Epilepsy;
- Heart replacement;
- Myocardial infarction;
- Permanent cardiac pacemaker;
- Personality disorder that is severe enough to have repeatedly manifested itself by overt acts;
- Psychosis;
- Substance abuse and dependence;
- Transient loss of control of nervous system function(s) without satisfactory medical explanation of cause.

Of the 14 disqualifying conditions for a medical certificate listed above, seven are related to heart and diabetes, both conditions that can be positively combated through nutrition and exercise.

Nutrition to the body is analogous to fuel in your aircraft. High-quality calories help your body perform better, just as high-quality gasoline helps an airplane run smoothly. A morning exerciser who eats complex carbohydrates before a workout, such as oatmeal and fresh berries, will have fuel that lasts the length of a moderately vigorous workout. The oatmeal's insoluble fiber also helps lower cholesterol, and the berries have antioxidants that help repair cellular damage. The exerciser who chooses a bowl of high-sugar cereal is consuming calories devoid of nutrition, and may experience a spike in blood sugar followed by a feeling of decreased energy.

Regular exercise is as important to your body as proper nutrition. Inactivity can lead to conditions such as osteoporosis, type 2 diabetes, heart disease, high blood pressure and obesity. Exercising five to six days a week may increase bone density, maintain clear arteries, strengthen the heart, increase endurance and reduce everyday fatigue. Exercise provides an energy boost that may help you reduce anxiety and get better-quality sleep. Exercise can also help you stay active as you age by keeping your muscles strong and your joints flexible.

Every week we see new stories describing the growing problem of obesity in America as food portions increase and time spent exercising decreases. But you can influence your medical proficiency with consistent exercise and proper nutrition. ❑

New Law Bans Used Oil Filters & Absorbents From Landfills

As of January 1, 2011, a new law went into effect banning the disposal of used automotive oil filters and oil absorbent materials in landfills. The ban covers everyone in the state, including

homeowners, farmers, businesses, industrial operations, and others. While the ban on oil filters does not specifically include aircraft filters, all owners and operators are encouraged to recycle their filters to comply with the spirit of the law.

The oil filter and absorbents ban is intended to keep these materials out of Wisconsin landfills. Each year, Wisconsinites throw away an estimated 187,000 gallons of used oil in oil filters and 1.6 million gallons of oil in oil absorbents. Oil is a valuable, reusable material. By recycling filters and absorbent material, used oil can be extracted and reused. Filters also contain steel components that can be recycled. Recycling the approximately nine million filters that currently enter the landfill will save over 4.5 million pounds of steel for reuse.

Recycling options for oil filters and oil absorbent materials are available throughout the state. Many businesses that perform oil changes will accept used oil filters. Some communities allow used oil and oil filters to be collected at their waste transfer stations or at specific collection sites. Contact your local recycling program for more information. To find other recycling options in your community, see the *Wisconsin Recycling Markets Directory*. Used filters may also be used as a fuel supplement in an approved municipal solid waste combustor.

Oil absorbent materials may be taken to an approved biopile at a landfill, used as a fuel supplement in an approved municipal solid waste combustor, or recycled. To find recycling options in your area, see the Wisconsin Recycling Markets Directory, select the "Other Materials" category, and select oil absorbents.

For more information on the ban, including a list of covered materials and links to recycling options, see the DNR website. The DNR has also developed a media kit to explain the ban to the media. Contact Kate Cooper at (608) 267-3133 with additional questions. ❑

Imprimis Moves Piper's Business Plan Forward

VERO BEACH, FLA. – This past year, Piper Aircraft Inc. significantly strengthened its position as a global airplane manufacturer.

"During 2010, the first full year since Imprimis acquired Piper, the company made memorable and notable progress in a number of important areas," said Piper CEO Geoffrey Berger. "We delivered considerably more aircraft, introduced and stepped up development of an all-new single-engine business jet, and readied the company for an unprecedented global push in 2011."

While fourth quarter and full-year Piper deliveries will not be publicly announced until an industry-wide event in February 2011, production activity at the company's Vero Beach, Fla., manufacturing campus during 2010 was up by more than 75 percent compared to 2009, despite a significant overall decline in industry deliveries by other manufacturers. The company announced the all-new PiperJet Altaire in October and added more than 140 engineers to the PiperJet Altaire's development team with planned certification and deliveries set for 2014. Moreover, total Piper employment grew by several hundred employees to support the increased production.

Piper opened two new global sales offices: one to serve the Americas region and one in Amsterdam to support the European, Middle East and Africa region. The company's third regional sales office in Brunei was reinforced with the addition of the company's director of global fleet sales to enlarge the company's presence in this expanding segment, particularly in the Asia/Pacific region.

(www.piper.com).

Piper Midwest Distributors

www.dmfs.com

www.chicagopiper.com ❑

AIRCRAFT RE-REGISTRATION FROM PAGE 41

will show an expiration date.

Aircraft registration issued under re-registration expires three years after the last day of the month in which it is issued.

Aircraft registration issued due to renewal expires three years from the expiration date of the previous certificate.

Aircraft registration issued to a new, import, or reinstated aircraft entering or re-entering the U.S. Civil Aircraft Register expires three years after the last day of the month in which it is issued.

When an aircraft is not re-registered or the registration is not renewed, the cancellation of the N-number assigned to that aircraft will take place approximately 90 days after the expiration of an aircraft's registration. Upon cancellation, an N-number will be unavailable for assignment or reservation for a period of five years.

If aircraft registration has expired and the N-number has been canceled, application may be made to register the aircraft under 14 CFR § 47.31, using the standard application for registration and payment of the $5 registration fee. The process to reinstate a previously registered aircraft remains unchanged.

When a post office or drop box is used as a mailing address, the street or physical address of the applicant must be entered on the aircraft registration application.

All of the above information in the aircraft re-registration paragraph above was taken directly from the FAA web page. You are advised to go to the FAA site for the most current and accurate information. Also you can get additional detailed information on the FAA's FAQ page located at: http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration_faq/

**http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration/Are ❑

GAMA President To Be Keynote Speaker At Minnesota Trades/Maintenance Conferences


Pete Bunce

The President and CEO of the General Aviation Manufacturers Association (GAMA), Pete Bunce, will be the keynote speaker at the first joint conferences of the Minnesota Aviation Trades Association (MATA) and the Minnesota Aviation Maintenance Technicians, sponsored by the Minnesota DOT Office of Aeronautics and MATA. The joint conferences will be held March 28-29 at the Earle Brown Heritage Center in Brooklyn Center, Minn. Bunce will speak immediately following lunch on Monday, March 28.

In April 2005, Pete Bunce accepted the appointment to GAMA, which is headquartered in Washington, D.C. with additional offices in Brussels, Belgium. Bunce travels worldwide engaging regulators, policy makers and elected officials to promote general aviation and advance the interests of GAMA's international membership of 65 airframe, avionics, engine and component manufacturers.

Bunce retired from the United States Air Force in March 2005, with his last assignment as the Director of the Air Force Congressional Budget and Appropriations Liaison. During his 26-year Air Force career, Bunce flew F-15s and A-10s, while commanding several large operational fighter units.

A Wisconsin native, Bunce learned to fly as a teenager in the skies over southern Wisconsin. He entered the Air Force in 1979 as an honors graduate of the United States Air Force Academy. He received his master's degree in International Affairs from Troy State University in 1988, and was an International Affairs Fellow at Harvard University in 1996-97.

Pete Bunce remains an active pilot with more than 5,700 hours in military fighter and training aircraft, as well as general aviation piston, turboprop and business jet aircraft. He holds multi-engine, seaplane and instrument ratings, and serves on the boards of directors of Mercy Medical Airlift, Veterans Airlift Command, International Council of Air Shows, Aviation Accreditation Board International, and Build a Plane.

Living Legends of Aviation named Bunce the 2007 "Aviation Industry Leader of the Year." In December 2009, he was awarded the ICAS "Sword of Excellence" by the International Council of Air Shows for his service to the air show entertainment industry. In January 2010, Bunce was inducted as one of the 70 Living Legends of Aviation. He and his wife, Patty, reside in Arlington, Virginia and have six children.

Bunce's presentation will zero in on changes we can expect in aircraft technology as the industry looks to replace 100LL, conserve energy, and become more environmentally friendly. Changes in powerplant designs, engine monitoring equipment, electronic ignition systems, aircraft construction, and aircraft operating procedures, will be discussed.

Also speaking at the conferences will be newly elected Congressman and retired airline pilot, Chip Cravaack, who in January, accepted appointment to the Transportation Committee in the House of Representatives. MATA board member Al Lange noted the importance of the newly elected congressman to get to know his aviation

constituency, and vice versa. The importance of staying in contact with state and federal representatives will be stressed at the conferences.

Industry Panel To Address Employment Practices

With the economy improving, aviation businesses are hiring, and employers need to know the proper procedures to follow to ensure they are hiring the best employees in a manner, which is both fair and non-discriminatory.

A panel of aviation business owners and an aviation attorney will discuss ***employment practices and procedures*** during the MATA conference.

Chairing the panel will be Bill Mavencamp, Jr., of Wright Aero in Maple Lake, Minn. Other panelists will include Nancy Grazzini-Olson, president of Thunderbird Aviation located at Minneapolis Flying Cloud and Crystal Airports, and Academy College in Bloomington; Joe Smith, manager of Elliott Aviation, also at Flying Cloud Airport; and Attorney Greg Reigel of Reigel Law Firm in Hopkins, whose "Aviation Law" column appears in this magazine.

For additional information and registration for the MATA Conference contact Mike at 651-450-6200, email mike@exclusiveaviation.com, or Kevin at 507-625-6006, extension 255, kdoering@flymankato.com.

The Minnesota Aviation Trades Association represents the interests of all aviation businesses that serve the Minnesota aviation industry. ❑

Aviation Groups Meet With State Decision-Makers To Determine How Best To Fund Airports

The Minnesota Business Aviation Association (MBAA) with the Minnesota Aviation Trades Association (MATA) and the Minnesota Council of Airports (MCOA) co-hosted a Business Aviation Legislative Luncheon at the Kelly Inn, in Saint Paul on January 13, 2011. Representative Michael Beard, Chair, House Transportation Committee; Representative David Dill; Senator Joe Gimse, Chair, Senate Transportation Committee; and Senator John Howe, Vice Chair, Senate Transportation Committee, were on the panel. Other legislators who attended were Representatives Kent Eken, Mike Nelson, Ron Shimanski, all members of the House Transportation Committee, and Senator Mike Jungbauer.

In addition to MBAA, MATA, and MCOA members, attendees included representatives from the Association of Minnesota Counties and the League of Minnesota Cities.

In terms of long-range plans, access to sales tax revenue from aircraft sales, and aircraft parts and services were discussed. However, given the current budget deficit, shifting these taxes from the State's General Fund to the Airport Fund will take time and most likely have to be phased-in. Lowering aircraft registration taxes was discussed, but to adequately fund airports in the state, the aviation sales tax, fuel tax and flightline property tax will be affected.

The panel members indicated support for updating the statutes that regulate the revenue streams for the State Airports Fund. However, they emphasized that the interested parties should meet and develop a proposal that was agreeable to all segments of the aviation community in Minnesota.

This was the third year this luncheon has been held, and according to many attendees, the most productive and showed the greatest support from legislators. ❑

Wipaire Names Chuck Wiplinger President


Chuck Wiplinger

SOUTH ST. PAUL, MINN. – Wipaire, Inc. has announced that it has appointed Chuck Wiplinger as President. In a meeting to employees on December 23, 2010, Gene DePalma, Assistant to the CEO, announced that the Board of Directors elected Wiplinger to the post. "Chuck is now ready to begin taking on more responsibility," stated DePalma.

Chuck Wiplinger began working for Wipaire in 1996 in the aircraft maintenance department while attending the University of Minnesota. He has held various positions at Wipaire since graduating in Aerospace Engineering. Most recently, he has served as Executive Vice President in charge of operations. Chuck Wiplinger is the third generation of Wiplingers to lead the company.

In addition, Wiplinger has established his executive team to include Pat Garfield as Vice President of Operations, Rich Adler as Vice President of Engineering, and Fred Vagts as Vice President and Chief Financial Officer. "Pat, Rich and Fred bring a wide range of experience and expertise to Wipaire and will provide the company with excellent leadership," stated Chuck Wiplinger.

For over 50 years, Wipaire has been engineering and manufacturing a full line of aircraft floats for all sizes of aircraft from the Piper Cub to the de Havilland Twin Otter, as well as over 100 Supplemental Type Certificates for a variety of aircraft modifications. In addition, Wipaire provides service in other areas, including aircraft maintenance, avionics installation and repair, custom interior design and installation, and exterior refinishing (www.wipaire.com). ❑

WATA Difference

WISCONSIN AVIATION TRADES ASSOCIATION

Dick Weeden: Still Making A Difference Sixty Years Later

by Ed Leineweber

What does it take to make a difference? Big bucks helps, for sure, but as Brodhead Airport's Dick Weeden has demonstrated throughout his more than 60 years in aviation, what a guy might lack in money, he can more than make up for in enthusiasm, commitment, skill, knowledge and passion. Now, nearing his 80th birthday, Dick can look back with pride and satisfaction at his many aviation accomplishments. Fortunately for us, however, while he has slowed up a bit, he has not stopped contributing to the world of antique and experimental aircraft. I can personally vouch for that!

Although I'd heard Dick's name during my occasional visits to the Brodhead Airport (C37) for the annual Midwest Antique Airplane Club's "Grassroots" fly-in, or for the famed Pietenpol gathering the weekend before AirVenture each year, I hadn't met him until I needed his help with my first Bowers Fly Baby back in 2009. He came through for me then and is continuing to guide me through other Fly Baby projects. As I've gotten to know Dick, I am reminded why I so thoroughly enjoy aviation, especially the little corner occupied by the antiquers and homebuilders. It is folks like Dick Weeden that make it so much fun.

Dick Weeden in his shop on the Brodhead Airport reminisces over his 60 years of flying, starting as a line boy in 1948 at the Van Galder Airport in South Beloit, Illinois.

To many, Dick is one of the early "pioneers" who, beginning in about 1970, transformed the Brodhead Airport, located about 35 miles south of Madison, Wisconsin, from an almost-dead turf field into a thriving turf field, populated by some of the most amazing antique and homebuilt aircraft assembled anywhere outside of an aircraft museum. "Brodhead" to many antique and homebuilt enthusiasts is a very special place, rivaled only by Blakesburg, Iowa, on Labor Day weekend when the Antique Airplane Association holds its annual event.

This transformation of Brodhead Airport into what it is today was in part propelled by the formation of EAA Chapter 431 in 1973. Dick was a charter member, and served as its first president. The chapter's first meetings were in his house since there was no suitable building yet built at the airport. The Chapter 431 hangar came later, as did Dick's own hangar and shop in 1975. Now, 40 years later, folks fly their antique and homebuilt treasures to Brodhead from all over the country, and likely will for years to come.

Others might know of Dick's contribution via his 26-year-long effort to restore a rare 1935 Rearwin Sportster, including its equally rare 70 h.p. LeBlond radial engine. Begun in 1976 with the acquisition of a total-

Dick Weeden runs up a 70 hp LeBlond radial engine, which eventually found its way onto his 1935 Rearwin Sportster.

Dick Weeden (standing, hat) with his wife Polly, their six children, two grandchildren, and the 1935 Rearwin Sportster at the Brodhead, Wisconsin Airport, which he helped develop into an antique and homebuilt Mecca.

wreck basket case, the project came to fruition in July, 2002, when the Rearwin, which had not flown since 1958, once again took to the skies. Later that summer Dick's restoration masterpiece won four awards at the Antique Airplane Association fly-in at Blakesburg. (The full story of the Rearwin restoration is told in Budd Davisson's cover story in the January, 2003, edition of *Vintage Airplane* magazine.)

Dick is quick to point out that many other people helped him with the development of the Brodhead Airport, the EAA Chapter there, and the Rearwin project, which is certainly true. However, for fear of slighting any of these people, I won't attempt to list here the many other contributors Dick mentioned. It is enough to acknowledge that successes like these don't happen without lots of help from lots of people.

But group accomplishments are the synergistic results of individual efforts. Dick Weeden's aviation efforts began in 1948 when, at age 16, he rode his bicycle eight miles to work as a line boy at the airport operated by Russell VanGalder in South Beloit, Illinois. The deal was he'd get $5.00 per week and an hour of dual instruction in a J-3 Cub. But the airplanes were so busy in those days with flight students training under the G.I. Bill that Dick only managed to get a few hours of instruction and never soloed. It would be almost 30 years later, after a stint in the Air Force and 20 years of working as a tool and die maker and raising six kids, that Dick would finally earn his pilot's certificate.

In the Air Force Dick was trained an engine mechanic and instrument repairman. In 1968, while working full time, he earned his Airframe & Powerplant maintenance technician certificate on that same G.I. Bill. Dick began to work with local hobbyists as an A&P on their homebuilt projects, and later opened his shop on the Brodhead Airport. At one time he did 15-20 annual inspections a year working part-time after his "day job," but has since cut way back as he attempts to slow down. "Slowing down" is a relative concept, however, as Dick's on-going engine overhaul and restoration activities attest.

We all leave tracks behind us, whether we realize it or not. We hope that those who come upon our tracks years later will be inclined to think the better of us as they see where we have been.

A couple of years ago, while reading old copies of the Fly Baby Newsletter published in the late '60s for early Bowers Fly Baby builders, I came across ads Dick ran promoting his part-time business of fabricating the metal parts for the plans-built aircraft.

Of course, the prices Dick was charging seem laughable more than 40 years later ($133.63 for the complete set), but what struck me more was the reviews builders offered on the quality of Dick's work. According to the newsletter publisher, *"Everyone we talked to was much impressed by the quality and workmanship and not a single person thought the price was too high."* In a later issue, the newsletter author reports on the many letters he received praising the Weeden metal parts, some describing them as *"perfect."*

"Dick obviously takes a great deal of pride in his work and it has resulted in a large number of satisfied customers," he writes.

The legendary (to Fly Baby fanatics, anyway) Peter Bowers himself, after looking at aircraft with Weeden metal parts, is reported to have said that if he were building another Fly Baby, he would use Dick's metal parts himself!

Pretty cool, but that's not the best of it. The quality of Dick's contribution to aviation is set out in his own words in that Fly Baby Newsletter ad from 40-plus years ago: *"REMEMBER, THESE FITTINGS ARE GUARANTEED UNCONDITIONALLY AND IF THERE IS SOMETHING ABOUT THEM THAT YOU FEEL ISN'T SATISFACTORY, I WANT TO KNOW ABOUT IT."* (Dick's capitalization.) When is the last time you got a guarantee like that?

Considering that many of those airplanes with Weeden metal parts are probably still flying today, that's making a difference in my book.

Here's hoping that each of us strive to do as well in our own lives. ❑

New FAA Interpretation On Rotax Factory Training Generates Heated Controversy Over S-LSA Maintenance

Controversy over whether maintenance technicians require Rotax factory-approved training to legally work on Special Light Sport Aircraft (S-LSA) has caused confusion and concern in the S-LSA community.

A long-awaited new FAA interpretation of the applicable regulations and ASTM standards will hopefully clarify who can do what maintenance on S-LSA.

All agree that maintenance personnel must be competent based on training or experience to perform any maintenance task or repair on S-LSA. But how and from what source such training and experience may be obtained is hotly debated within the industry.

by Carol Carpenter
Rainbow Aviation Services

As expected, the adoption of the Sport Pilot/Light Sport Aircraft Rule in 2004, and the FAA interpretation requiring, in some cases, "Manufacturer's Factory Approved Training" to provide service and line maintenance to Special Light Sport Aircraft (S-LSA), have caused more than a few ripples among aviation maintenance professionals. The Rotax Factory Training Courses are at the center of this controversy. Now, after almost a year of review, the FAA is expected to issue its "New Interpretation" of training requirements and its latest stand on S-LSA manufacturer's programs.

This "New Interpretation," to be published soon, is expected to relate to the following areas:

1. Manufacturers' required training;

2. Manufacturers issuing "certification; and

3. Manufacturers' required recurrent training programs.

These developments are the result of a formal complaint and the FAA's response to that complaint.

The Rotax Position

The issues surrounding Rotax Factory Approved Training are complex. On the one hand, we have the Rotax position, expressed by Eric Tucker, the company representative in the U.S.: *"We require the engine be maintained by a Rotax factory trained technician. Our section (in the maintenance manual) on Authorized Personnel clearly requires Rotax-specific training."* Tucker explains the company policy by asserting that, *"Working under supervision of someone with training is completely different than getting training. Not everyone is an instructor and not everyone will evaluate (individuals) the same."*

Furthermore, it is Eric's understanding that the Statement of Compliance, by which Rotax engines are certified, requires Rotax factory training to be valid, since the airworthiness certification is based on this document. This was also the position taken by the FAA until about one year ago when a formal complaint was filed against an A&P mechanic, forcing the agency to look deeper into this issue.

The Challenger's Position

The formal complaint made the following argument regarding the FAA's original interpretation. The Rotax maintenance manual requires factory-approved training before performing any maintenance on any Rotax engine installed on S-LSA. This Rotax requirement subsequently has become regulatory based on the Statement of Compliance issued regarding the engine. This process, in effect, allows a manufacturer to create law. Under our legal system, laws

cannot be made by manufacturers, or potentially any individual, but only by legislatures or administrative agencies with legislative approval.

The Rotax Response

Rotax responded in a formal letter to the FAA, citing FAR 65.81 as one basis for their factory-training requirement. This regulation provides: *However, he may not supervise the maintenance, preventive maintenance, or alteration of, or approve and return to service, any aircraft or appliance, or part thereof, for which he is rated unless he has satisfactorily performed the work concerned at an earlier date*. In the Rotax view, this must start with approved factory training.

The Likely FAA "New Interpretation"

However, FAR 65.81 only requires, in most cases, that the mechanic use his or her own good judgment. He or she is overseen, in effect, by the FAA, not by an individual or a manufacturer. FAR 65.81 goes on to say that if someone has not successfully completed the subject work at an earlier date, he or she may show their ability to do so by performing the task to the satisfaction of the Administrator (FAA) or an appropriately- rated mechanic or repairman who has previous experience with the operation concerned. It says nothing about factory training. This regulation certainly cannot be read to support an enforcement action against an aviation technician who is trained by, say, another technician to service a Rotax engine.

So, after a long and arduous process, the FAA, upon advice of its legal counsel in Washington, D.C., is expected to say that a technician must have training, but it does not have to be Rotax Factory Training. Rotax factory-trained individuals will have the option to take the two-year recurrent training offered by Rotax, but since it is not required by the regulations, the Rotax requirement for recurrent training is not considered regulatory. (But remember, there are many things that may be legal, but would not be wise.)

Stay Tuned

We are eagerly waiting for this new FAA guidance to be issued and I will post a link on our website and on this site when it is issued. Also look for my follow-up article on the final guidance. For now, the FAA in Washington, D.C. has directed the Airframe and Powerplant mechanic who was the subject of the formal complaint back to work on Rotax engines, and acknowledged that he is not required by law to attend any of the Rotax Factory Training. (By the way, the FAA has hinted that we can look for a lot of changes within our regulations in the next two to five years.) It is important to note that the regulations do require that we have the proper training, that we use the proper tools, and that we follow the proper procedures when working on Rotax engines.

But for now, the bottom line is that maintenance on S-LSA, like type-certificated aircraft, shall be performed in accordance with the Federal Aviation Regulations, specifically Title 14 CFR Part 43. Period. Any exceptions are contained within the regulation itself. If the FARs incorporate consensus standards by reference, then those consensus standards (and only those, or the specific parts of them referenced) become regulatory. I expect that we will see a few of those consensus standards incorporated into maintenance regulations in the near future. Stay tuned. ❑

Wichita Aero Club Spotlights New National Center For Aviation Training

WICHITA, KAN. – The Wichita Aero Club launched its third year by spotlighting Air Capital's newest aviation resource, the National Center for Aviation Training at the club's January 18, 2011 luncheon held in the center's 258,000 square foot complex located on the north end of Wichita's Colonel James Jabara Airport. Speakers included Wichita State University President Donald Beggs, National Institute of Aviation Research Executive Director John Tomblin, and the center's new president and chief executive officer, Dr. Tony Kinkel.

One of the center's key strengths is that it has the capability to take the most advanced research and quickly transfer it to the production floor. The center is also looking into whether to offer weekend airframe and power-plant classes. The center would like to get into robotics and industrial mechanical systems to go along with its composites, painting and coating, and engineering and avionics programs. ❑

President of South Dakota Pilots Association Made Career Out of Flying & Mining

Grove Rathbun

Grove Rathbun, president of the South Dakota Pilots Association, has turned 80, but remains a very active general aviation pilot after an interesting career in the Air National Guard. He was born in Deadwood, South Dakota, and grew up on a sugar beet farm in the Belle Fourche River valley of Nisland, S.D.

Rathbun learned to fly in a J-3 Cub the summer of 1947 between his junior and senior years of high school at Newell, S.D., while working for U.S. Steel in Hibbing, Minnesota.

He said that his interest in flying started when he would watch B-17s stationed at the Rapid City Army Air Base during World War II. "Quite often they would fly over very low, which was very motivating," said Rathbun. "We could tell the training status of each class as they went through their various phases of training before going overseas. We would see single B-17s, then pairs, then flights of four and finally flights of eight to 16. Then back to singles and we knew that a training class had graduated and was on their way overseas."

In June of 1952, Rathbun returned to the Mesabi Iron Range as an engineer trainee for U.S. Steel and continued his flying.

In February of 1954, Rathbun joined the Minnesota Air National Guard in Duluth, Minnesota, and applied for pilot training. After completing a USAF physical and stamina test at Chanute AFB, he was assigned to an aviation cadet pre-flight class at Lackland AFB, San Antonio, Texas, in March 1954.

From Lackland AFB, Rathbun was transferred to a primary training base at Kinston, N.C., where he flew 20 hours in a Piper PA-18 and 80 hours in the North American T-6G. He was introduced to air navigation, aerobatics, and instrument and night flying in the T-6G, as well as the normal upgrade to a more advanced aircraft.

From Kinston, Rathbun was transferred to the single-engine basic flight-training base at Williams AFB, Chandler, Ariz., in March 1955. In basic he flew 40 hours in the North American T-28A and 80 hours in the Lockheed T-33A. In basic flight training, he was introduced to formation flying and continued training in air navigation, aerobatics, and instrument and night flying. Graduation from basic flight training included getting his wings and being commissioned as a 2nd Lieutenant in the U.S. Air Force on August 1, 1955.

From Williams AFB, Rathbun transferred first to Laughlin AFB, Del Rio, Texas for combat training in the T-33A, and then to Nellis AFB, Las Vegas, for combat training in the North American F-86E and F-86F. The Nellis AFB training completed the USAF pilot training program in November 1955.

In December 1955, Rathbun returned to Duluth and started training in the Lockheed F-94A and F-94B all-weather interceptor with the Minnesota ANG. In 1957, he transitioned to the Lockheed F-94C and in 1959 to the Northrop F-89J. He also resumed his career with U.S. Steel as a mining engineer on the Mesabi Iron Range.

In 1958, Rathbun went back to school for a graduate degree in Mining at the University of California, Berkeley. When he graduated in June 1959, he returned to Minnesota and resumed his career with both U.S. Steel and the Minnesota ANG in Duluth.

In 1960, the Air National Guard started flying active air defense alerts. "I was able to participate nights and on weekends," said Rathbun. "Most of our scrambles were for fishermen coming out of Canada without filing a flight plan and penetrating the Northern ADIZ.

In 1965, U.S. Steel transferred Rathbun to Pittsburgh, Pa. and he also transferred to the Pennsylvania ANG, where he transitioned to the Convair F-102A. He was also able to continue flying active air defense alerts nights and weekends.

In 1985, Rathbun retired from U.S. Steel and moved to Rapid City, S.D., where he had a one-year contract to teach at the South Dakota School of Mines & Technology filling in for a professor, who was on sabbatical. He taught again from 1989 to 1992 while the new Industrial Engineering Department was being established.

In 1974, Rathbun participated in the USAF William Tell Weapons Meet at Tyndall AFB in Florida. This competition was for the "Top Gun" award of the Air Defense Command.

The Pittsburgh ANG unit was converted from the Air Defense Command in 1975 to a Tactical Air Command unit, and Rathbun transitioned into the LTV A-7D fighter bomber, which he flew until he retired in 1981 with the rank of Colonel and the aeronautical rating of Command Pilot.

During his military career, Rathbun was able to acquire a commercial pilot certificate and instrument rating.

Rathbun got married in June 1956, and he and his wife, Janet, have three sons, a grandson, and a granddaughter.

Their oldest son, Steve, lives in Salt Lake City, Utah, and has been a hang-glider pilot since 1984. He recently obtained his private pilot and glider pilot certificates, and bought his own glider in 2009.

In 1994, Rathbun purchased his first and only airplane, "so far," he says, a 1966 Cessna 182J Skylane, which he and Janet have flown to Oregon and Texas.

Rathbun has been a member of the Aircraft Owners & Pilots Association (AOPA) since 1956, and the Experimental Aircraft Association (EAA) since 1996.

Recently the South Dakota Pilots Association (SDPA) has been involved in the AirVenture Cup Race that was launched from Mitchell, S.D. in 2008 and again in 2010. It has been a very successful event and well received by the participants and general public.

The founding president of SDPA, Bobbie Potts, recruited Rathbun to be the district director for the southwest district #6 in 1994, and he has been a member ever since. In 2005, Rathbun was elected vice-president and in 2007, president.

Rathbun received The Wright Brothers "Master Pilot" Award in 2005 from the FAA.

SDPA has had gradual, but fairly steady growth to a current membership of 325 members. In addition to the organization's statement goals, their newsletter and website have been very well received.

For additional information on the South Dakota Pilots Association refer to www.sdpilots.com. ❑

Airport Association Honors Michigan Aeronautics Director

Rob Abent

LANSING, MICH. – Rob Abent, director of the Michigan Bureau of Aeronautics and Freight Services, was recently honored with the Michigan Association of Airport Executives (MAAE) "President's Award" at their annual conference. The award is presented each year for outstanding service to the aviation industry.

"Rob Abent and his staff have accomplished a lot and provided great service to airports, not only this past year, but over many years, despite declining resources," stated Brian Picardat, former president of MAAE.

Abent, who retired in December after a 33-year career in state government, had overall responsibility for safety and regulatory functions for all rail freight and aeronautics activities. He also served as chief administrative officer of the Michigan Aeronautics Commission, which is charged with approving the expenditure of federal/state/local funds for improving and developing airport infrastructure, and ensuring a safe and efficient air transportation system in Michigan. Aeronautics commission chairperson, James Collins, presented the award. ❑

Longtime Illinois Aeronautics Employee Gary Stevens Retires

Gary Stevens

SPRINGFIELD, ILL. – After 24 years, Gary D. Stevens has retired from the Illinois Division of Aeronautics as Flight Safety Coordinator, and chief airport and heliport inspector for northern Illinois. Most recently, Stevens worked with Helicopter Association International and the FAA to develop the FAA's Heliport Design Guide. Whether it was giving a seminar at EAA AirVenture in Oshkosh, Wis., working with the local Aviation Exploring Post, or flipping pancakes at a local fly-in, Gary Stevens was the "go-to" guy.

Gary credits former division employees Duane Moore and Charlie Wells with providing him a wealth of knowledge about aviation and its integration into community relations.

At a retirement reception, Illinois Secretary of Transportation Gary Hannig presented Gary Stevens with a plaque recognizing his service to the State of Illinois and his efforts to promote aviation and aviation safety. ❑

Illinois Names New Chief of Aviation Safety

Linda Schumm of the Illinois Division of Aeronautics. Flying is her passion, whether flying a warbird for fun or a Beechcraft King Air for work.

SPRINGFIELD, ILL. – Linda Schumm has joined the Illinois Department of Transportation (IDOT) Division of Aeronautics as Bureau Chief of Aviation Safety.

Schumm, who has been active in the aviation community since 1984, holds an Airline Transport Pilot Certificate, Senior Parachute Rigger Certificate and multiple Flight Instructor Certificates. She is very active in the aviation community and has accumulated over 8000 hours of flying time in a variety of piston-powered aircraft. Schumm is one of two women on the current FAA register who are type rated in the Grumman TBM Avenger.

Prior to joining IDOT, Schumm was a Cessna Pilot Center Regional Manager for Cessna Aircraft Company. In this position she consulted with over 75 flight schools

throughout the Midwest. She assisted the Cessna Training Department in developing the training program for the new Technically Advanced Aircraft. She also developed a G1000 Transition Course to teach pilots how to use all the tools available to increase the safety of their flight.

Linda Schumm

Schumm has coordinated and conducted many Flying Companion Seminars for the Illinois Pilots Association and the FAA. She has been a guest speaker for safety seminars, flying clubs, annual meetings, EAA meetings and local business groups. Presentations covered her experiences in air racing, international flights and flight training. In addition, Schumm assisted the Illinois Department of Transportation with the development of the Wannabee Pilot Program. This program has introduced hundreds of people to the world of aviation.

Schumm has been active in the Ninety Nines, Lifeline Pilots, and the Illinois Aviation Trades Association. She is an active judge for the National Intercollegiate Flying Association. Schumm is a member of Women in Aviation International and the Aircraft Owners & Pilots Association (AOPA). In her spare time, Schumm enjoys flying her 1947 Luscombe 8A.

Schumm holds two National Aeronautic Association Certificates of Record: Speed Over a Recognized Course, Peoria, Illinois to Kitty Hawk, N.C. on December 16, 1993, and Third Place Finish in the 1992 Air Race Classic. ❑

U.S. Air Force Announces New Museum Director

DAYTON, OHIO – The United States Air Force announced Dec. 2, 2010, the assignment of Senior Executive Service member and retired Air Force Lt. Gen. John "Jack" L. Hudson as director of the National Museum of the U.S. Air Force, Wright-Patterson Air Force Base, Ohio, effective Dec. 16, 2010. He replaced Senior Executive Service member and retired Air Force Maj. Gen. Charles D. Metcalf, who retired Dec. 31, 2010.

General Hudson was previously deputy director of the museum. Prior to joining the museum, General Hudson last served as Commander of the Aeronautical Systems Center, Wright-Patterson AFB, before his retirement in October 2009. ❑

EAA Names New Vice President, Government & Industry Relations

OSHKOSH, WIS. – Sean Elliott, a member of the EAA staff since 1996, has been named the organization's Vice President of Government and Industry Relations. He succeeds Earl Lawrence, who departed EAA in the fall of 2010 to become director of the FAA Small Airplane Directorate.


Sean Elliott

Elliott has been EAA's Director of Aircraft Operations since 2001, a role he will continue in the organization. He has extensive government relations experience in that position and as executive director and president of the National Association of Flight Instructors (NAFI) from 1996-2004.

Elliott holds an Air Transport Pilot Certificate and has logged more than 8,000 hours of flight time. He also holds type ratings in the Boeing B-17 bomber and Douglas DC-3. Prior to coming to EAA, Elliott worked as a flight instructor and training manager at Embry-Riddle Aeronautical University in Daytona Beach, Fla. ❑

Jack Peter

Larry Olson of Albert Lea, Minnesota with a Kitfox on skis.

Jack Peter... 30-Plus Years Selling Piper Aircraft

DES MOINES, IOWA – Jack Peter, sales manager at Des Moines Flying Service, retired in December 2010, after more than 30 years selling Piper aircraft.

Peter's aviation career began following service in Vietnam in November of 1969. He did all of his flight training, private through ATP, at Graham Flying Service in Sioux City, Iowa, and went to work as a part-time flight instructor in October of 1970, and full-time in 1971. He spent several years instructing and flying charter for Graham, followed by a brief stint as a corporate pilot.

Peter found aircraft sales personally rewarding and eventually joined Gregory Aviation Company as a Piper distributor aircraft sales representative in August of 1979. A few years later Piper Aircraft eliminated its distributors and went to factory-direct dealers. Peter then joined Des Moines Flying Service, Inc. (an affiliate company of Gregory Aviation) in aircraft sales and acquisitions.

"I've literally dealt with hundreds of great customers that have gone on to experience the love of flying," said Peter.

Des Moines Flying Service is located at Des Moines International Airport, Des Moines, Iowa. ❑

Albert Lea Pilot Receives Master Pilot Award

by Jim Hanson

Lawrence "Larry" Olson of Albert Lea, Minnesota, recently received the prestigious "Wright Brothers Master Pilot Award." The award, which recognizes 50 consecutive years of accident and violation-free flying, was presented to Olson by the Minneapolis FAA Flight Standards District Office at an FAA Safety Seminar in Albert Lea on November 16.

Only 1735 pilots have received the award to date. Think about that—of the hundreds of thousands of pilots minted in the last 50+ years—only 1735 have received the award!

Larry made his first solo flight in 1950 – 61 years ago – and received his Private Pilot Certificate in 1959 – 52 years ago. Larry has owned a number of airplanes over the years: a Cub, Champ, Tri-Champ, Citabria, and a Cessna 182, but just as important, Larry has become a *fixture* around the Albert Lea airport. Larry Olson is one of those people who seems to always be around…taking people for a ride, offering advice, or using his mechanical and engineering skills to assist in the repair of an aircraft part.

Larry has been a member of local flying clubs, and for the past 25 years, has been involved with ultralight

and light sport aircraft (LSA). He owns two LSAs – a Skyraider and a Challenger. As the senior and most experienced LSA pilot in the area, Larry counsels and mentors LSA pilots on airframe and engine issues, as well as LSA safety tips.

Larry Olson has served on the Albert Lea Airport Advisory commission, assisted with the EAA Young Eagles program, and worked at flight breakfasts. He has been an EAA member since the "Rockford" (Illinois) days. His EAA number is 48000.

As the most experienced LSA pilot in the area, Larry serves as a mentor to many pilots new to flying, building, or maintaining LSAs, whether just starting out, or moving from a Private Pilot Certificate to the Sport Pilot Certificate.

There are important differences between LSA aircraft and certified or homebuilt aircraft – wind limitations, angle of climb and descent, glide capability, and turbulence capability, to name a few. Larry, with his knowledge of both conventional general aviation aircraft and LSAs, provides an important "bridge" in counseling pilots.

Larry uses his more than 50 years of experience in the tool-making trade to build and maintain his aircraft (he has built five aircraft) and to help others do the same. He brings a toolmaker's precision to flying. *"Safety's very important in flying,"* Olson said. *"You have to be precise in everything you do."*

Larry is one of those people that can simply look at an object, and then not only duplicate it, but make it *better!*

An example: Larry obtained a set of plans for homebuilt wheel-penetration skis, but they would have been too large for his Skyraider LSA. He scaled them to the correct size and manufactured a set. He conducted a methodical flight test program for the skis, making small adjustments along the way. True to form, the skis work perfectly. Larry engineered another set (with different dimensions) for my Kitfox.

I've known Larry Olson for 48 years, ever since I started flying myself. I'm second in "seniority" as far as "old-timers" at the Albert Lea Airport, and I'll be very content to remain the pilot with the *second* most consecutive years at Albert Lea for many years to come.

The Wright Brothers Master Pilot Award recognizes achievements and dedication to aviation safety of those who have flown *safely and continuously* for 50 years, and the fact that those years must be CONSECUTIVE means that the individual has a demonstrated commitment to aviation itself. We need to recognize these individuals for that commitment. I'm glad Larry is receiving HIS recognition!

Putting Together A Wright Brothers Award Nomination

To be eligible for the Wright Brothers Award, candidates must:

• Have completed either a flight review or equivalent within the 24 months before qualifying for the award, to verify currency as a pilot, in accordance with Title 14 of the Code of Federal Regulations, part 61, section 61.56. This may include completion of a phase of the FAA Pilot Proficiency Award (WINGS) Program.

• Have held a U.S. Civil Aviation Authority or FAA pilot certificate with:

- 50 consecutive years or more civil experience, or

- Up to 20 years of which may be military experience in combination with civilian experience, to total 50 consecutive years.

• Have three letters of recommendation from holders of FAA pilot certificates.

• Have been a U.S. citizen for the 50 consecutive years.

• Revocation of any airman certificate will disqualify a nominee for this award.

• Prior accident history will be considered and may be disqualifying.

• Civil penalty or suspension will automatically disqualify a nominee for this award.

To view the entire list of requirements, and to obtain an application form, go to http://www.faa.gov/safety/awards/wright_bros/

Note: Even though Larry Olson had a valid medical certificate until becoming active in light sport aircraft, many pilots believe they don't qualify for the award because they may have lost qualification for a medical certificate. A pilot holding an airman's certificate MAY log dual instruction received AND Pilot In Command time when receiving that dual flight instruction if already licensed for that category and class of aircraft, and may also log PIC time when accompanied by a safety pilot.

If you know of someone who may qualify, contact your local FAA Flight Standards District Office.

EDITOR'S NOTE: Jim Hanson is the long-time fixed base operator at Albert Lea, Minnesota. He is looking forward to qualifying for the award himself, but says, "I have to not only stay alive for two more years, but harder yet, I have to stay out of trouble!" ❑

The North Dakota Aeronautics Commission – How may we help you?

by Larry Taborsky, Director
North Dakota Aeronautics Commission

The snow is melting and the cracks on the airport pavement are more pronounced, so it may be time for some new asphalt.

The local airport is in need of more hangars.

The flying club sure wishes there was self-serve fuel at the airport.

The cattleman in the last hangar needs a GPS approach in order to get home after the cross-country business trip.

The military needs some airspace in order to better train for the overseas deployments, but the air taxi operator needs to be able to fly direct to minimize time and expense in their operation.

The FBO is going to hold an aviation career day event for the local schools and could use a little assistance.

The sprayer is worried about the meteorological towers that are popping up near the farm fields.

The FAA needs some help coordinating the safety message to the various user groups across the state, and the user groups would appreciate some assistance organizing the annual event.

One airport has replaced their old runway lights, and another airport could use some of those old lights to keep theirs working for a few more years.

There is a group of people who want to learn to fly, but need help finding a flight instructor.

The flooding in parts of the state requires a quick tally of assets for emergency services.

A high school group can learn to design a high-speed aircraft using computer software, but might need some guidance.

The local community is hoping for more airline flights, so asks for some help with marketing.

The air ambulance companies need additional Automated Weather Observation Systems (AWOS) in order to be able to airlift patients throughout the state.

Larry Taborsky

Tourism and aviation groups hope to develop a program to encourage visitors to the state's airports.

Which of these situations could (or should) be handled by a state agency? The North Dakota Aeronautics Commission, according to the state century code, is tasked to cooperate with and assist the federal government, municipalities, and other persons in the development and coordination of all aeronautical activities. The mission is accomplished in a way that makes the best use of the efforts of a small office of government employees, and provides a tremendous return on investment for the taxpayers.

The North Dakota Aeronautics Commission staff works with state and federal officials, local airport groups and individuals to accomplish all of the goals listed here, among others. Five governor-appointed commissioners set the priorities of the commission, and turn the daily work over to a full-time staff. The staff of five accomplishes a great deal with the help of community involvement, consultants, and other government agencies.

One of the key partnerships, the North Dakota Aviation

Council, is a group of leaders in many areas of aviation around the state, providing feedback from the field to make sure that the Aeronautics Commission is on target with their efforts.

The commission operates primarily with tax revenue from fuel and aircraft purchases, aircraft and aerial applicator registration fees, and federal aviation grants. A piece of the budget comes from the state "general fund," an important aspect in recognizing that all citizens benefit from aviation.

While the budget is a formula of allotments and percentages, the airports and supporting infrastructure is kept safe and productive by working closely with the Federal Aviation Administration. Many of the state's airport projects are financed through a combination of local funds, state funds, and a larger portion of federal funds to get the job done. There are only a few federal employees who handle all of the construction projects of both North Dakota and South Dakota, yet these people produce over 100 federal grants each year for the two states.

The commission's aircraft complete the picture of efficiency. In the course of one day, several airports can be inspected.

The North Dakota Aeronautics Commission accomplishes a great deal with the help of friends. The partners who contribute their time, money, and expertise are many and varied, but share a common characteristic. They all know that aviation is a key element in what makes America great, allows businesses to prosper, and saves lives. Knowing these truths are enough to make any of us at the commission answer your requests with an enthusiastic, "yes!"

EDITOR'S NOTE: Larry Taborsky is the Director of the North Dakota Aeronautics Commission. Prior to this appointment, he was chief pilot with the North Dakota Department of Transportation, a freight pilot, and a pilot with the U.S. Navy. He spends his free time with his wife on a motorcycle, sailboat, pontoon boat, airplane, or raising Japanese ornamental carp (Koi). ❑

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 Listings, Refer to the Classified Ad Section On Page 60

Complete "Calendar of Events" Form At

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

Midwest Flyer Magazine is not responsible for accuracy of information published.

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

FEBRUARY 2011

4-6* **Fish Creek (3D2), Wis. -** Ski Plane Fly-In 9am-6pm in conjunction with the Fish Creek Winter Festival. Land on ice in Fish Creek Harbor or at Gibralter Fish Creek Airport (3D2). 920-421-1894.

5* **Blaine, Minn. -** "I Feel the Need for Speed" at the Golden Wings Museum, Anoka Co. Airport with guest speaker Skip Holm 5:30 to 11 p.m. 763-631-1502 or www.flighexpo.org

5* **Brodhead (C37), Wis. -** Groundhog Chili Ski Fly-In - 11am to 2pm. Check field conditions prior to arrival.608-214-6652. blueleader@wekz.net

5-6* **Chilton, Wis. -** Lake Winnebago Fly-In - 9am-3pm on the East shore (across from Oshkosh). 1800 ft Plowed runway on the lake 18/36 Runway Freq. 122.9 Driving address: 1147 Paramount Drive, Chilton, Wis. . 920-915-9316 www.eaaul41.org

12* **Marshfield (MFI), Wis. -** Chili Feed and Ski Plane Fly-In - 10am-1pm. 715-207-0744.

13* **Mondovi (WS69), Wis. -** Log Cabin Annual Ski Fly-In - 10am-? Lunch at Noon with Chili, Hot Dogs, Etc. 715-287-4205. logcabinairport@tcc.coop

17* **Romeville, Ill. -** The 36th Annual Midwest General Aviation Maintenance Seminar. Held at the Lewis University. Contact Donald Cramer at Donald.Cramer@Illinois.gov 217-785-5798.

18-19* **Des Moines, Iowa -** Iowa Annual Midwest Aviation Maintenance Symposium and Trade Show at the Airport Holiday Inn. Contact Phil Conn at 319-295-5221. pj_conn@juno.com

19* **Chetek, Wis. -** Gilligans Winter Fly-In starting at Noon. Landing at Gilligans on the south end of Pokegama Lake (1 mile north of Y23). Use N-S area long the east shore and taxi into the bay & park. Unicom 122.90. Otherwise land at Chetek (Y23) and call 715-924-3105 for shuttle service. Lake conditions call 715-924-2547. www.gilliganschetek.com

19* **Fremont/Tustin, Wis. -** Ski Fly-In, Lake Poygan - 10am-2pm. Hot sandwiches, snacks and beverages provided. On NW part of Lake Poygan. Land on the lake at your own risk. Weather date 20th. 715-281-5880

21-23* **North Platte, Neb. -** Nebraska Annual Convention & Agricultural Aviation Exposition at Sandhills Convention Center. Sponsored by the Nebraska Aviation Trades Association. 800-760-3333. Pre-Registration Deadline is January 1, 2011. Email: nata@windstream.net Website: http://gonata.net.

25-26 **Reno, Nev. -** International Women In Aviation Conference. www.wai.org

26 **Springfield, Ill. -** Illinois Ultralight & Sport Plane Safety Seminar at the Illinois State Fairgrounds. Contact Dale Rust at Rust@Illinois.gov or 217-524-5269.

26* **Northport (38WI), Wis. -** Fourth Winter Ski or Wheel Fly-In or Drive-In - 11am-2pm. All the chili you can eat for $5. 920-982-2897. Weather date Feb 27.

26* **Springfield, Ill. -** Illinois Ultralight & Sport Plane Safety Seminar at the Illinois State Fairgrounds. 217-524-5269.

27 **Warroad (RRT), Minn. -** Ski Plane Fly-In & Breakfast. Ski Planes land on the Warroad River, wheel planes at the Warroad Airport (KRRT). Shuttle service available. 100LL available on river 8 a.m. - 12 noon. 218/386-1818 or 218/386-2098. E-mail: dpaulson@ssbwarroad.com.

MARCH 2011

3-4 **Springfield, Ill. -** Illinois General Aviation IA Renewal Maintenance Seminar. Contact Donald Cramer at Donald.Cramer@Illinois.gov 217-785-5798.

6-8 **Minot, N.D. -** Upper Midwest Aviation Symposium. Contact North Dakota Aviation Council at 701-328-9650.

8* **Cedar Rapids, Iowa -** FAA Safety Team Close Calls Lessons Learned - 7pm at the Clarion Hotel & Convention Center. Contact Robin Sharitz at 301-695-2175. Robin.sharitz@aopa.org

15* **Decauter, IL -** Rod Hightower Grassroots Pilot Tour. RSVP: http://secure.eaa.org/apps/grassroots/

19 **Oconomowoc, Wis. -** Mechanics refresher and inspection authorization (IA) renewal seminar. At the Olympia Resort and Convention Center 800-558-9573. For further information contact: Tami Weaver, tamera.weaver@dot.wi.gov, (608) 267-7110.

19* **Oshkosh (OSH), Wis. -** Wisconsin Light Aviation Safety Seminar - 8am-4pm at the EAA AirVenture Museum Founders Wing. 715-927-8585 http://av8safe.org

19* **Rushford (55Y), Minn. -** Chili-Feed Fly-In/Drive-In/Walk-In - 10am-2pm. 507-452-6888.

28* **Brooklyn Center, Minn. -** Minnesota Aviation Trades Association (MATA) Conference at the Earle Brown Heritage Center. Speakers: Pete Bunce, President of General Aviation Manufacturers Association (GAMA) "Aviation Fuels & New Technology;" U.S. Congressman Chip Cravaack "Keeping In Touch With Your State & Federal Representatives;" panel discussion on "Employment Hiring Practices." Registration: Contact Mike at 651-450-6200, or email mike@exclusiveaviation.com, or call Kevin at 507-625-6006.

28-29 **Brooklyn Center, Minn. -** 2011 Minnesota Aviation Maintenance Technician Conference at the Earle Brown Heritage Center. 800-657-3922 x 7183. www.dot.state.mn.us/aero

29-4/3 **Lakeland, Fla. -** Sun 'n Fun Fly-In. www.sun-n-fun.org

APRIL 2011

1-3 **Lakeland, Fla. -** Sun 'n Fun Fly-In. www.sun-n-fun.org

13-14* **Grand Rapids, Minn. -** Minnesota 2011 Airports Conference at Sugar Lake Lodge (1-800-450-4555 www.sugarlakelodge.com) Contact MnDOT - Judy Meyers at 651-234-7232, 1-800-657-3922 or judy.meyers@state.mn.us

16* **St. Cloud (KSTC), Minn. -** St. Cloud Airport Day Community Outreach and Fly-In - 10am-1pm. Sponsored by SCSU Aviation Ambassadors at St. Cloud Airport Lunch Served by SCSU Flight Team. Activities for kids! Contact Jessica Miller at 320-296-5200.

18* **Minneapolis, Minn. -** Proposed changes to Minneapolis Class B Airspace public meeting 2-4pm at MAC General Office, 6040 28th Avenue South.

19* **Eden Prairie, Minn. -** Proposed changes to Minneapolis Class B Airspace public meeting 8-11am at FCM InFlight Training, 10000 Flying Cloud Drive.

20-21 **West Des Moines, Iowa -** Iowa Aviation Conference at the Sheraton West Des Moines Hotel. For more information, visit www.iowaairports.org/conference/index.htm.

21* **St. Paul, Minn. -** Proposed changes to Minneapolis Class B Airspace public meeting 7-9pm at STP Army National Guard, 206 Airport Road.

22* **Minneapolis, Minn. -** Proposed changes

to Minneapolis Class B Airspace public meeting 7-9pm at MAC General Office, 6040 28th Avenue South.

30 **Bloomington, Minn. -** Minnesota Aviation Hall of Fame (MAHF). Held at the Ramada Thunderbird Hotel. Tickets are $45.00 per person for the banquet. For more info go to mnaviationhalloffame.org. Deadline is April 15th.

MAY 2011

2-4 **Green Bay, Wis. -** 56th Annual Wisconsin Aviation Conference at the Hotel Sierra. www.wiama.org

5 **West Chicago, Ill. -** CABAA Safety-Stand Down! The Chicago Area Business Aviation Association is holding Business Aviation Safety at the Hilton Garden Inn across from the DuPage Airport. For more info contact David Coleman 847-249-8557 or dcoleman@airbpaviation.com

6-8 **Brainerd, Minn. -** Minnesota Seaplane Pilots Safety Seminar at Madden Resort on Gull Lake (800-642-5363). www.mnseaplanes.com.

21-22* **Blaine (ANE), Minn. -** Blaine Aviation Days at the Anoka County Airport. www.BlaineAviationDays.org 763-568-6072.

24-25 **Springfield, Ill. -** Illinois Aviation Conference held at President Abraham Lincoln Hotel & Conference Center www.illinoisaviation.org

29* **Lake City (Y91), Mich. -** Pancake Breakfast 7-11am rain or shine at the NW corner of airport. 248-496-7132.

JUNE 2011

2-5* **Junction City, Kan. -** National Biplane Fly-In. www.nationalbiplaneflyin.com 785 210-7500.

5* **Audubon, Iowa -** Flight Breakfast - 6:30-10:30am. 712-563-3780.

5* **Wild Rose (W23), Wis. -** Fly-In Drive-In Breakfast - 8am. Pig Roast Dinner - 11:30am. 920-572-5954.

12* **Joliet (JOT), Ill. -** Festival 2011 - 8am-3pm. Pancake Breakfast & etc. 815-741-7267. www.jolietpark.org

12* **Albert Lea (AEL), Minn. -** Breakfast 7am-12:30pm.

13 **Mishicot, Wis. -** Inaugural Wisconsin Business Aviation Association Golf Outing and Dinner. To be held at the Fox Hills Resort. Participants and Sponsors Welcome to RSVP. More Details to Come. Respond to Luke Krepsky at lkrepsky@oesx.com, Mike Voechting at mvoechting@oesx.com or Steven Rehwinkel at srehwinkel@wbaa.aero.

17-21* **Iowa City, Iowa -** Annual Air Race Classic Kickoff. www.airraceclassic.org. Contact Minnetta Gardinier at 319-331-6235. m.gardinier@gmail.com

18* **Keosauqua (6K9), Iowa -** Pancake & Sausage Breakfast - 7-11am.

18-19* **Davenport, Iowa -** Quad City Air Show. 562-285-7469. info@quadcityairshow.com. www.quadcityairshow.com

19 **Eagle River (EGV), Wis. -** Fathers Day Fly-In & Airport Expo. Ribbon-cutting Dedication of New Ramp, Parade of Planes, Aircraft Static Displays, Pancake Breakfast, Chicken and Fix-ns Dinner, Airplane Rides, Helicopter Rides, Radio Control Models, Aircraft Fly-bys & Wisconsin Aviation Hall of Fame Display. Call Robert Hom at 715-479-7442. fbo@erairport.com

24* **Dayton, Ohio -** Freedom's Call Military Tattoo - 4pm at the Wright-Patterson Air Force Base. 937-255-3286. www.wpafb.af.mil/tattoo/

27-7/1* Spearfish, S.D. - Short Wing Piper Club Annual Convention at the Holiday Inn Convention Center. Registration info on website www.shortwing.org/2011convention 360-834-6178.

JULY 2011

1-2* **Phillips, Wis. -** Price County Float & Fly-In. Friday evening Aerobatic Show. Saturday Breakfast 8-11am, Aerobatic Show and Planes/Seaplanes on display. 800-269-4505. www.pricecountywi.net

9* **Larchwood (2VA), Iowa -** Zangger Vintage Airpark Flight Breakfast - 7-10am. 122.9 CTAF, left traffic 12-30, 17-35 taxiway only, *Caution - hot air balloons.* 712-477-2230.

10* **Middleton (C29), Wis. -** Fly-In Breakfast - 7:30am-Noon at Middleton/Morey Airport (rain or shine). Warbirds, antiques and homebuilts welcome for display. Contact Al Barger 608-836-1711.

21-24* **Keokuk, Iowa -** Annual L-Bird Fly-In & Convention. **23rd** - Pancake Breakfast Open to the public. 319-524-6203.

23* **Neenah (79C), Wis. -** Brennand Old Time Airport Days - 8am-3pm. Fun day at a grass roots airport. 920-721-9237.

25-31 **Oshkosh, Wis. -** AirVenture Oshkosh. www.airventure.org.

27* **Clinton (CWI), Iowa -** Cessna 150-152 Fly-In. www.cessna150152flyin.org/.

AUGUST 2011

7* **Chetek (Y23), Wis. -** BBQ Charity Fly- In at Southworth Municipal Airport 10:30am-2:30pm. (No rain date.) 715-456-8415.

13-14* **Fargo, ND -** Fargo AirSho at the Fargo International Airport. Contact 701-241-1501. www.fargoairsho.com

14* **Lino Lakes, Minn. -** Pig Roast - 12-4pm at Surfside. Minnesota Seaplane Pilots Association. 612-240-0123.

14* **Winn (53W), Mich. -** Fly-in Drive-in Eggs & Pancake Breakfast - 8am-Noon at Woodruff Lake Airport. 989-330-0225.

17-21* **Miminiska Lake, Ontario, Canada -** Midwest Flyer Canadian Fishing Fly-Out. Grass airstrip. Enjoy camaraderie with fellow aviators and great fishing. For details email: info@midwestflyer.com or call 608-835-7063. To make reservation call 1-888-465-3474.

19-21* **DeKalb (DKB), Ill. -** DeKalb Corn Fest. www.cornfest.com.

27* **Glencoe (GYL), Minn. -** Sweet Corn & Bratwurst Feed Fly-In - 10am-2pm. 320-238-2376, cell: 320-583-8367. www.eaaul92.weebly.com.

27* **Gladwin (0MI1), Mich. -** Sugar Springs Fly-in BBQ & Open House - 11am-3pm. 586-415-7266.

28* **Greenfield, Iowa -** Annual Wings Fly-In at the Iowa Aviation Museum. 641-343-7184. www.flyingmuseum.com.

SEPTEMBER 2011

3* **Marion (MZZ), Ind. -** Fly-In Cruise-In Pancake Breakfast - 6am-3pm - plus many other activities. 765-664-2588. www.FlyInCruiseIn.com.

17* **Newton (TNU), Iowa -** Fly Iowa 2011 - 7am-5pm. Pancake breakfast & free air show. 641-485-7219. www.flyiowa.org.

22-24* **Hartford, Conn. -** AOPA Summit 2011. www.aopa.org.

27-28* **Kansas City, MO -** FAA Central Region Airports Conference at the Westin-Crown Center. 816-795-6616 eventplanz@sbcglobal.net

OCTOBER 2011

1* **Greenfield, Iowa -** Iowa Aviation Hall of Fame Banquet. 641-343-7184.

10-12* **Las Vegas, Nev. -** NBAA 64th Annual Meeting & Convention at the Las Vegas Convention Center. www.nbaa.org

Check out www.midwestflyer.com (calendar section) for up-to-date Calendar Of Events & more information.

Also, you can email us your calendar listings by going to this website.

Classifieds

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***or* Greg (612) 760-4060**

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1980 Piper Dakota - 6500 TT, 1620 SMOH, King

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Honda Achieves First Flight of FAA-Conforming HondaJet

GREENSBORO, N.C. – Honda Aircraft Company, Inc., has successfully completed the first flight of its FAA-conforming "HondaJet" advanced light business jet. The event is a significant step in Honda's aerospace program leading to delivery of aircraft in 2012.

The first conforming HondaJet lifted off December 20, 2010, at 15:31 EST from Honda Aircraft Company's world headquarters facility at the Piedmont Triad International Airport in Greensboro, North Carolina. The HondaJet remained aloft for 51 minutes, during which time the aircraft's flight characteristics and performance were analyzed and systems checks were conducted.

Read the complete story at www.MidwestFlyer.com under the "News" section.

HondaJet

Piper To Terminate PiperSport Distributor Business Relationship

VERO BEACH, FLA. - Piper Aircraft Inc. will terminate its business relationship with the Czech Republic-based Czech Sport Aircraft to market that company's Light Sport Aircraft, citing differences in business philosophies. The announcement was made January 12, 2011.

"After a year working with Czech Sport Aircraft, Piper determined that it is in our company's best long-term interests to discontinue the business relationship which distributed a Light Sport Aircraft manufactured by the Czech company and distributed under Piper's brand by a separate distributor network," said Piper CEO Geoffrey Berger.

Read the complete story at www.MidwestFlyer.com under the "News" section.

PiperSport Light Sport Aircraft

E-Flight Electric Waiex Achieves First Flight

OSHKOSH, WIS. – Sonex Aircraft, LLC E-Flight Initiative proof-of-concept electric-powered Waiex aircraft achieved its first flight on December 3, 2010 at Wittman Regional Airport in Oshkosh, Wis. Piloted by Sonex founder and E-Flight team leader John Monnett, N270DC made a short hop on Runway 27, intended to be a conservative non-pattern flight to break ground-effect and analyze in-flight system performance as the next step in testing. This short flight punctuates four years of development by the E-Flight design team in engineering, building and testing one of the most advanced electric flight packages ever conceived.

Read the complete story at www.MidwestFlyer.com under the "News" section.

(L/R) John Monnett and his son, Jeremy, celebrate the successful test flight of the Monnett electric-powered aircraft.

Chicago Executive Airport Says Goodbye To 60-Year-Old Hangars

WHEELING/PROSPECT HEIGHTS, ILL. – After serving aviators at Chicago Executive Airport (formerly Palwaukee Municipal Airport) in Wheeling/Prospect Heights, Illinois, for over 60 years, four 1940s-era hangar buildings were demolished, with fanfare, in November 2010.

The Quonset-style T-hangars, built in 1946, were designed to house the small private aircraft that dominated the airfield during its early years, long before the facility became the economic powerhouse it is today.

"As strange as it may seem to us today," says airport manager Dennis Rouleau, "these hangars were once state-of-the-art."

Read the complete story at www.MidwestFlyer.com under the "News" section.

Demolition about to begin!

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