

# MIDWEST FLYER

**MAGAZINE**

JUNE/JULY 2006



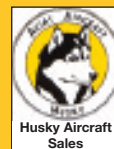
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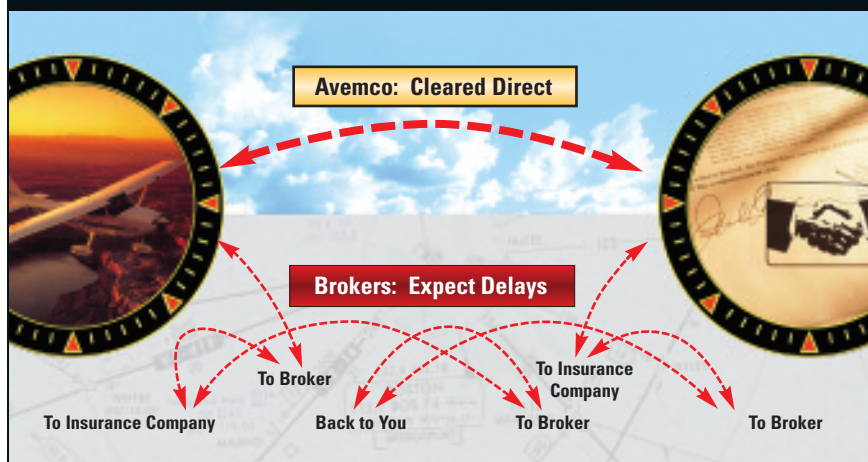
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## Pilots Seek Challenge By Flying By The Seat of Their Pants

by Dave Weiman

As pilots, we want to do more than practice touch and goes, and look at the countryside. We want to challenge ourselves as aviators by refining our skills, whether that is in making precision, smooth landings every time... staying current on instruments and maxing out the utility of our Garmins... getting type rated in different aircraft... learning aerobatics... or obtaining advanced ratings and endorsements.

Whether it is our dream to be a bush pilot, our love of the out-of-doors, or our love and fascination with how flying "used to be," three forms of flying which are increasing in popularity are flying on floats, flying on skis, and flying taildraggers!

In this issue of *MIDWEST FLYER MAGAZINE*, you will read about a new Light Sport Aircraft builder who is building very affordable tailwheel aircraft that also work well on floats and skis. (See article beginning on page 33.) Also, Curt Drumm of "Water Wings" flight training explains what is involved in getting a seaplane endorsement. (See article beginning on page 30.)

For details on seaplane and tailwheel training, as well as aircraft sales, see JA Aero Aircraft Sales (page 2), Water Wings (page 6), Wausau Flying Service (page 13), Duffy's Aircraft (page 25), Rare Aircraft (page 31), Cornell Aero Works (page 34), Aeronautical Adventures (page 35), and Lakeshore Aviation and Adventure Seaplanes (page 54).

This issue of *MIDWEST FLYER MAGAZINE* is also our "post-conference" issue, featuring articles on what transpired at the Minnesota, Wisconsin and Illinois aviation conferences. What happened at these events affects all of us. (See articles immediately following this editorial.)



dialogue

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

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### SUBSCRIPTIONS

\$15 per year,  
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### DISTRIBUTION

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

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P.O. BOX 199  
OREGON, WI 53575-0199 USA

### EXPRESS SHIPMENTS TO:

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FAA/Minnesota Governor's Award Presentation: (L/R) Chris Blum, Director, FAA Great Lakes Region; Kurt Claussen, Asst. Manager, Rochester International Airport (RST); Steve Leqve, Manager, RST; Ardel Brede, Mayor, City of Rochester; Ray Rought, Director, MNDOT Office of Aeronautics; and Bill Towle, Manager, St. Cloud Regional Airport (emcee).

**Minnesota Council of Airports Requests**  
**State Lawmakers Return**  
**\$15 Million To State Airports Fund**

WILLMAR, MINN. – Airport managers in Minnesota are disappointed in Minnesota Governor Tim Pawlenty and the state legislature first for borrowing \$15 million from the State Airports Fund in 2003 in order to help balance the state's general fund, and second, for not returning the

**CONTINUED ON PAGE 9**

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money as promised. About 100 airport managers and hundreds of airport support service representatives, fixed base operators and state and federal aviation officials met April 19-21 in Willmar, Minn. for the annual Minnesota Airports Symposium, to address this issue and others. Representatives of the Minnesota Council of Airports passed the following resolution:

Whereas, the membership of the Minnesota Council of Airports met in Willmar (Minnesota) on April 18, 19 and 20, 2006, to discuss current aviation issues, and

Whereas, in 2003, the (Minnesota) Governor and the Legislature transferred \$15 million from the State Airports Fund to the General Fund to assist with the shortfall in the General Fund, and

Whereas, all revenues to the State Airports Fund are "user" taxes, and

Whereas, the current balance in the State Airports Fund will severely reduce the Minnesota aviation program, and

Whereas, action by the Governor and Legislature are necessary to resolve this problem.

Now, therefore, the membership of the Minnesota Council of Airports respectfully requests that the

**ON THE COVER:** Dave Schmitz of Spooner, Wisconsin, breaks away above the clouds in his Harvard Mark IV called "The Purple Fox." Schmitz was soaring over southern Iowa on his way to the Sun 'n Fun Fly-In in Lakeland, Florida in April 2006. The cameraship was flown by Bruce Olson in his AT-6. (See article on Sun 'n Fun on page 24.)

Photo by Max Haynes of MaxAir2Air.com

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Minnesota House of Representatives, the Senate and the Governor take action to transfer a minimum of \$3 million from the General Fund to the State Airports Fund not later than July 1, 2006.

The MCOA Board of Directors urged its members to write to their local state representatives and inform them as to what airport projects will not be completed unless the money is returned.

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It was discussed that if Minnesota State Representative Mike Beard gets reelected, that he will look at new sources of revenue, such as an aviation fuel tax, aircraft registration fees, and aircraft property taxes.

Minnesota expects a \$2.27 million shortfall in airport development money in 2007, with only \$3.3 million available until July 2008. The demand for projects is \$9 million in 2006 alone.

Joining MCOA in support of the resolution is the Minnesota Aviation Trades Association (MATA), which is an organization of airport-base businesses (fixed base operations) whose members also have a lot to lose if airport funding is curtailed.

**Recognized at the symposium for excellence in airport development was the City of Rochester, Minn.**

The Federal Aviation Administration and the Minnesota



Ray Rought of the MNDOT Office of Aeronautics, congratulates airport manager Melissa Galvan on the construction of the new Willmar Municipal Airport, Willmar, Minn.

DOT Office of Aeronautics have been partners in working with public airports in Minnesota for many years. One result of this partnership is the FAA/Governor's Award, presented annually at the symposium since 1988. The award recognizes excellence in airport planning, development, operation, maintenance, and public relations.

The City of Rochester received this year's award for their accomplishments in airport management and vision of Rochester International airport.

Since being the recipient of the first FAA/Governor's Award in 1988, Rochester International Airport (RST) has continued to improve its airside infrastructure and develop airport property.

The addition of a U.S. Customs office in 1995 has enabled the airport to receive countless general aviation international flights, many of which are related to international visitors to the Mayo Clinic.

In addition to air carrier service by American Eagle and Northwest Airlines, scheduled air cargo service by Federal Express and DHL began in 1997.

In 1998, an air cargo access roadway and an aircraft ramp were completed. In 2000, a major terminal building renovation was completed to include a three-lane canopy over the passenger drop-off area. The secondary runway, 02-20, was also extended to 7,300 feet that same year.

A new general aviation arrival/departure building was added in 2002. Two ground-level loading gate areas were also added in 2002, which enhanced the airport's ability to offer passenger loading bridges for all aircraft providing scheduled air carrier service to Rochester.

In 2005, the culmination of a three-phase runway extension project was completed which re-routed a county road and extended primary runway 13-31 to 9,033 feet. In addition to the runway extension, various light improvements were made to include in-pavement threshold and

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centerline lighting on both runway ends.

Since 1995, the airport has also seen significant growth in its airport business center area. A "Sleep Inn & Suites" was opened in 2000, along with an aviation theme restaurant, "The Hangar Bar & Grill." Since that time, several office buildings have also been added. These on-airport developments have contributed to an increase in airport activity and growth, which has subsequently increased on-airport employment to over 600 persons.

The Rochester International Airport has a very unique public/private organizational structure. Although all airport property and most airport buildings are owned by the City of Rochester, the Rochester Airport Company – a wholly owned subsidiary of Mayo Clinic-Rochester – has successfully operated the airport for the City of Rochester for over 60 years.

Accepting the award from Ray Rought, Director, MNDOT Office of Aeronautics, and Chris Blum, Regional Administrator of both the FAA Great Lakes and Central Regions, was the Mayor of Rochester and Chairman of the Rochester Airport Commission, Ardele Brede; RST Airport Manager, Steve Leque; and RST Assistant Airport Manager, Kurt Claussen.

Rochester International Airport also received the Minnesota Council of Airport's (MCOA) "Commercial Service Airport Project of the Year Award." Receiving the award for "Non-Commercial Service Airport Project of the Year" was Canby, Minnesota. Gary Gardiner of Pine River, Minn., was the recipient of this year's "Outstanding Promotion of Aviation In Minnesota Award."

### FSS, FAA, MAC & MNDOT

Joe Morgan, operations manager at Princeton Automated Flight Service Station (FSS), now contracted with Lockheed Martin, told the group that under Lockheed Martin, Princeton FSS has better traffic management and flow control, but pilots need to understand that each facility is now managing a larger area and they need to keep this in mind when reporting their positions. Morgan is urging pilots to get in the habit of identifying their positions not only by airport and city, but also by state, to avoid confusion with the same names in the different states Princeton now serves.

Chris Blum, FAA Great Lakes & Central Regional Administrator, said that there's a lot of people and special interest groups telling the FAA what to do, from how to handle controller salaries, to staffing and airport development. But he noted that in the past 32 years, 2 million people have flown on the airlines without a fatality, compared with 126,000 fatalities on the nation's highways for that same period, so the FAA must be doing something right. Blum commented on airport capacity concerns, noting that "technology," such as GPS navigation, is improving safety and solving traffic gridlock. Eleven (11) new airports in the

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country are also helping capacity.

Blum attributes less revenue in the Aviation Trust Fund to "regional jets," which are carrying the same number of people and collecting the same amount of passenger tax, but with twice as many airplanes in the air requiring more service and increasing costs.

Commenting on controller salary negotiations, Blum said that the United States can no longer afford average controller salaries of \$127,000 per year, plus another \$39,000 in benefits, which Blum says is more than the FAA Administrator makes in a year. The matter is now up to Congress to resolve, but Blum sees salary caps of \$94,000 a year coming. Controller salaries have increased by 75% since 1998.

Jeff Hamiel of the Metropolitan Airports Commission briefed the group on Minneapolis-St. Paul International Airport and reliever airport issues.

Going down his list of airports, Hamiel noted that he expects a dike to be built at St. Paul Downtown Airport (STP), but not in 2006, and Anoka County/Blaine Airport didn't get any takers when the City of Blaine offered \$20 million in bonds for a private developer to build a new fixed base operation.

Despite those that oppose Minneapolis-Crystal Airport,

Hamiel does not see the airport closing any time soon.

Hamiel concluded by discussing the addition of the new runway (17/35) at Minneapolis-St. Paul International Airport (MSP). MAC ended up having to buy several hotels and other businesses near the Mall of America to clear out the approach path. The new runway is handling 30 percent of the total traffic volume at MSP.

Despite threats from Northwest Airlines to move operations unless they continue to receive financial concessions, Hamiel feels that the airline will not move, because it gets the highest fares at MSP at the lowest cost of any major hub airport. But NWA has downsized (although passenger counts remain constant), is negotiating all of its leases, and is looking at MAC for surpluses, "which is asking for a bit too much," says Hamiel.

Hamiel says that Flying Cloud Airport (FCM) remains "in a holding pattern" in regards to getting its runway expanded. A \$60 million project is planned whenever MAC frees up the money from Northwest's bailouts, or if the City of St. Paul does not approve a dike at St. Paul Downtown Airport at which time the money would go to FCM.

Darlene Dahlseide, Rick Braunig, Mike Lewis and Peter Buchen provided reports from the Minnesota DOT Office of Aeronautics.

Dahlseide, formerly a mechanic with Mesaba Airlines, and now involved with education with MNDOT, discussed the state's "Adopt An Airport" program, noting that currently there are only 24 airports signed up. Adopt An Airport involves local civic groups to get involved with supporting airport activities from maintenance and fly-ins, to planting flowers and enhancing an airport's appearance. For additional information call 651-296-6916.

Rick Braunig addressed airport operations issues, such as radio controlled aircraft on public-use airports, which he says will be prohibited in the future. He also said that wind power turbines are on the increase, but so long as they meet FAA height requirements, there is nothing the state can do. Local government can, however, control where wind turbines are built through zoning.

Mike Lewis and Peter Buchen discussed compatible/incompatible land-use zoning language, and urged airport managers and commission members to define an airport as an "essential public facility" and not as a "governmental entity" in zoning ordinances. "Airport encroachment" is a problem, said Lewis. "What you protect is what you are going to get!"

The featured speaker was Dr. Bruce J. Holmes, director of Strategic Partnerships, Planning & Management at NASA Langley Research Center, Hampton, Va. Dr. Holmes discussed NASA's Small Aircraft Transportation System (SATS) program.

Hosting this year's conference was City of Willmar Mayor Lester Heitke and newly appointed airport manager, Melissa Galvan. □

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(Top Left L/R) Kevin Lang and Randy Van Natta of Becher-Hoppe Associates, Inc., accept the "Engineer of the Year Award" from Tony Yaron of Central Wisconsin Airport / WAMA.  
(Lower Left L/R) Chris Blum of the FAA and Jim Coyne of NATA.  
(Above) John and Rose Dorcey of WAHF with the "Blue Light Award" presented to Rose Dorcey.

## NATA's Coyne & NASA's Kemmerly Head List of Speakers At Wisconsin Aviation Conference

GREEN BAY, WIS. – National Air Transportation Association (NATA) President Jim Coyne, and National Air & Space Administration (NASA) aerospace engineer, Guy Kemmerly, were key speakers at the 51st annual Wisconsin Aviation Conference, May 1-3, in Green Bay, Wis.

Coyne expressed concern with Washington proposals to create an air traffic control system supported by user fees, especially when the airline industry wants a Cessna 182 to pay the same as one of their Boeing 747s, "because each aircraft represents a blimp on the radar screen." Coyne feels that safety will be jeopardized if

user fees go into effect, and predicts that user fees would have a tremendous impact on the entire air transportation system. "In 5 years, you might not be in business," Coyne warned operators.

If approved, a 1.5-hour IFR flight will cost \$400 in air traffic control fees, noted Coyne. "We could end up with a nation of law-breakers, or they will put GA out of business."

Coyne commented on the current federal fuel tax, and why aviation is stuck also paying the federal highway fuel tax.

"Why? Because they (Washington bureaucrats) thought there were peo-

ple buying avfuel for their cars," said Coyne. "Now, aircraft owners must prove that avfuel is not in their cars and request a rebate." Coyne said that it was Washington's way of hiding the deficit.

Coyne also discussed the Clean Water Act, and how this affects spill prevention at airports.

According to Coyne, three years ago the Environmental Protection Agency (EPA) wanted to regulate refuelers (fuel trucks) as a fixed storage device. Each truck was required to have a fuel spillage protection and retention system, even though there was never a documented fuel leak from a refueler. NATA confronted the EPA head-on and got the issue resolved.

Commenting on upcoming federal elections, Coyne said that with 435 seats in Congress up for re-election, and issues such as oil prices and the war in Iraq, there may be a "throw the bastards out of office" mentality. In other words, "a very angry elec-

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torate.” Coyne said that all the democrats need are 16 seats in the House to take control. “The Senate will be more difficult to beat,” he said.

“Trial lawyers and public employee unions, such as air traffic controllers, will fair better under democrats, which would hurt aviation,” said Coyne. “Yet, oil prices are more apt to continue to rise under Republicans. Regardless of who gets control of Congress and the White House, Coyne said NATA will continue to work with both parties.

Guy Kemmerly’s discussion of the Small Aircraft Transportation System (SATS) project made conference attendees wonder if NASA anticipated the Light Sport Aircraft and Very Light Jets of today, or if the Burt Rutans and Klapmeiers are the real dream-chasers that are making SATS come true. Kemmerly was the manager of the SATS project, and is now acting manager of NASA’s Airports project. After 10 years, NASA’s SATS project has now been completed and the future is just beginning for economical, reliable, on-demand personal air transportation for all people.

For SATS to be successful, small aircraft would utilize small airports, be able to overcome weather as an obstacle to ensure reliable transportation, and safely integrate with all air traffic. Making it easier for people to get a pilot certificate was also a priority of SATS.

As part of the SATS project, NASA assessed the financial ability of people and their need for travel, and how they would take a trip, to determine future growth in transportation.

Very much related to SATS and the future of air transportation is “energy.” Dan Redpath of Western Petroleum and Fred Stipkovits of AirBP Aviation Services, said that up to now, supply and demand dictated price, and even with an 8-year high in inventory in the U.S., the price of crude oil has also hit an all-time high. Today, geo-political tensions and Wall

Street refineries (hedge fund traders) decide what consumers will be paying at the pump.

Redpath and Stipkovits said the industry predicts a 1.6 percent annual increase in oil demand, which is correlated with global population growth, with a population of 6-8 billion people today. Having already used up one (1) trillion of the 3.2 trillion barrels of crude oil on the planet, there is only 2.2 trillion barrels remaining.



Dave Johnson (center) of the Wisconsin DOT Bureau of Aeronautics, Madison, Wis., received the 2006 “Distinguished Service Award” from the Wisconsin Airport Management Association. James Hansford (right) of Central Wisconsin Airport, Mosinee, Wis., received the association’s “Lifetime Achievement Award.” Presenting the award to Johnson was Bill LeGore (left) of Dane County Regional Airport, Madison, Wis., and incoming president of WAMA.

David Greene, Director of the Wisconsin DOT Bureau of Aeronautics, spoke of the tremendous impact aviation and Wisconsin’s system of 130 public airports have on the state’s economy, but expressed concern with President Bush’s proposed budget that could have a negative fiscal impact that would exceed \$18 million for Wisconsin’s air transportation system alone.

“This is over \$18 million we would no longer have access to, or have the ability to invest in our airports,” said Greene.

Other conference topics included the nuts and bolts of operating an airport, from runway deicing products and methods, to trying to keep an airport in compliance with FAA and Wisconsin grant assurance operating requirements.

Recognized during the conference was James Hansford of Central Wisconsin Airport, Mosinee, Wis.,

with the “Lifetime Service Award;” Kevin Lang and Randy Van Natta of Becher-Hoppe Associates, Inc., of Wausau, Wis., with the “Engineer of the Year Award;” and Rose Dorcey of Wisconsin Rapids, Wis., with the “Blue Light Award” for excellence in journalism. Dave Johnson, P.E., of the Wisconsin Department of Transportation, Bureau of Aeronautics, received the 2006 Distinguished Service Award. WAMA recognized Johnson for his work in planning and managing major runway and terminal improvement projects at Wisconsin air carrier airports, such as Austin Straubel International Airport at Green Bay, Central Wisconsin Airport in Mosinee, and Wittman Regional Airport in Oshkosh, Wis.

Dan Wruck, manager of La Crosse Municipal Airport, was recognized as the outgoing president of the Wisconsin Airport Managers Association (WAMA). Incoming president is Bill LeGore of Dane County Regional Airport in Madison, Wis. □

### **WAMA Creates Resolution To Support Airport Funding For 2007**

GREEN BAY, WIS. – At the annual meeting of the Wisconsin Airport Management Association (WAMA), held May 2 during the Wisconsin Aviation Conference in Green Bay, the association adopted a resolution supporting federal airport improvement funding for 2007. The resolution states:

WHEREAS the executive budget requests a \$765 million reduction in Airport Improvement Program funding, and

WHEREAS this program is funded through segregated funds deposited to the Aviation Trust Fund, that provide safety and enhancement of critical infrastructure at the nation’s airports, and

WHEREAS a reduction of the Airport Improvement Program will have a significant negative impact on the national and state air transportation system, and



WHEREAS 85 airports within the state of Wisconsin will be negatively affected by the loss of approximately \$25 million of annual funding for priority projects during a critical period within the industry, and

WHEREAS the current statutory formula requires that Aviation Trust Fund revenues first be used to fully fund the Federal Aviation

Administration's (FAA) capital programs (i.e. Airport Improvement Program, & Facilities & Equipment) at the authorized levels, and also fund research and development, before being used to fund FAA operations.

THEREFORE BE IT RESOLVED that the Wisconsin Airport Management Association respectfully

requests that the Airport Improvement Program be funded at no less than the \$3.7 billion level Congress authorized for 2007, and

BE IT FURTHER RESOLVED that the Wisconsin Airport Management Association does not support the continued use of the Aviation Trust Fund to sustain FAA operations. □



(Top) Accepting the 2006 Heliport of the Year Award was Mr. Washington, representing John H. Stroger Hospital of Cook County, Chicago, Ill. (Bottom) IDOT Division of Aeronautics Director Susan Shea (second to right) presented the "Five Prop" On-Airport Restaurant of the Year Award to the staff of Café Cabaret, Morris, Ill.

(Top) DeKalb Taylor Municipal Airport, DeKalb, Ill., received the 2006 General Aviation Public Category A Airport of the Year Award. (Bottom) Charles Cushing of Cushing Field, Newark, Ill. (center), accepted the 2006 Private Airport of the Year Award.

## Aviation Greats Recognized At Illinois Conference & Hall of Fame

MOLINE, ILL. – The Illinois Aviation Conference and Hall of Fame investment ceremonies hit "The Mark" in downtown Moline, Ill. Attendees were welcomed by Bruce Carter of Quad

City International Airport, and Wynn Elliott of Elliott Aviation at a reception at Elliott Aviation the evening of May 9, followed by the conference, awards luncheon and Illinois Aviation

Hall of Fame on May 10.

The featured speaker to open the conference was August Busch III, chairman of the board of Anheuser-Busch Companies, Inc. Other speakers included Randy Groom, president of Beechcraft; the deputy administrator of the FAA Great Lakes Region; Pat Broderick of the U.S. Department of Homeland Security, Transportation Security Administration; Lt. Jeff Regan of the Illinois State Police, Division of Air Operations; Larrie Dahl, chief pilot of Deere & Company; Lisa Piccione of the National Business Aviation

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IDOT Division of Aeronautics specialist, Dorothy Negangard (right), was recognized for her work organizing the Illinois Aviation Conference. Presenting the award was IDOT Aeronautics Director Susan Shea and Neil Pobanz of Marshall County Airport, Lacon, Illinois.

Association; Todd Hauptli of the American Association of Airport Executives; and Susan R. Shea, Ph.D., Director of the Illinois DOT Division of Aeronautics.

At the awards luncheon, the 2006 Illinois Airport of the Year Awards went to Williamson County, Marion, Illinois (Primary Category); Waukegan Regional Airport, Waukegan, Illinois (Reliever Category); DeKalb-Taylor Municipal

Airport, DeKalb, Illinois (General Aviation Category A); and Greenville Airport, Greenville, Illinois (General Aviation Category B).

Heliport of the Year is John H. Stroger Hospital of Cook County, Chicago, Ill.; Private Airport of the Year is Cushing Field, Newark, Ill.; and the "Five-Prop" Award For Best On-Airport Restaurant of the Year is Café Cabaret at Morris Municipal Airport, Morris, Ill.

Inducted into the Illinois Aviation Hall of Fame was Ronald Kelly, director of Southern Illinois University-Carbondale, Air Institute & Service;

Neil Pobanz of Lacon Aero Services, Inc., Lacon, Ill.; Dennis Schuring of the Federal Aviation Administration, Aero Medical Certification, Accident Investigation and Aviation Safety Divisions; and Carl Unger of Corporate Air Transport, Chicago-Midway Airport.

Receiving the 2006 "Spirit of Flight Award" was the Illinois Association of Air & Critical Care Transport for its work in promoting and enhancing heliport safety, and the Rotor & Wing Association of America for its involvement in air shows, aerobatics and aviation adventure camps for youth. □

## LEGISLATION

### Wisconsin Governor Signs Bill To Name State Aviation Facility After Former Aeronautics Director

MADISON, WIS. – Wisconsin Governor James Doyle signed Senate Bill SB 306 into law May 19 to name the state's aviation facility in Madison after former Wisconsin DOT Bureau of Aeronautics Director Fritz E. Wolf.



The new facility will be named the "Fritz E. Wolf Aviation Center."

Gathered for the bill signing at the state capitol were the sponsors of the bill, Senator

Wisconsin Gov. James Doyle greeted Kathleen Wolf, widow of the late Fritz E. Wolf.

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Mark Miller (D-Monona) and State Representative Gary Hebl (D-Sun Prairie). Miller is a former Wisconsin Air National Guard pilot, and Hebl is an active general aviation pilot. Other sponsors of the bill who were not present were Sen. Jon Erpenbach, and Representatives Terese Berceau and Brett Davis.

Also in attendance were Wolf's widow, Kathleen Wolf; representatives of the Wisconsin Aviation Hall of Fame, Rose and John Dorcey; Wolf's son, Rick, and his wife Marjorie; and Dave Weiman of *MIDWEST FLYER MAGAZINE*.

Wolf was born in Shawano, Wisconsin in 1916, graduated from Carroll College in 1938, and enlisted in the U.S. Navy in 1939. Upon completion of flight training in 1940, Wolf received a commission as an ensign and was assigned to the USS Saratoga



Fritz E. Wolf

as a fighter pilot. In the summer of 1941, he resigned his commission to join the American Volunteer Group (AVG) "Flying Tigers" in which he took part in the first Flying Tiger action near Kuming, China. Wolf shot down two Mitsubishi bombers on that mission.

After leaving active duty in 1946, Wolf became the first paid employee of the new Wisconsin State

Aeronautics Commission. He was appointed director of aeronautics in 1967 and retired on May 8, 1981. In 1989, Wolf was inducted into the Wisconsin Aviation Hall of Fame. A long-time resident of Middleton, Wolf died in 1997 at the age of 81. □



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## Minnesota Governor Proclaims Charles Taylor Day In Minnesota

ST. PAUL, MINN. – Minnesota Governor Tim Pawlenty proclaimed May 24, 2006, as Charles Edward Taylor Day in Minnesota. This proclamation is to honor the memory and legacy of Taylor, the first aviation mechanic for the Wright brothers.

In six weeks, Taylor designed and hand built the engine that powered the Wright Flyer into history December 17, 1903.

After this historic event, Charles Edward Taylor continued to design engines for the Wright brothers and later taught them to build aircraft engines. In 1908, Taylor accompanied Orville Wright to Fort Meyer, Virginia, for test flights by the United States government, which led to their purchase of the Wright Flyer as the first military aircraft.

Taylor was employed by the Wright's in 1902, working as a



Charles Edward Taylor

machinist for Orville and Wilbur at the Wright Cycle Company in Dayton, Ohio. He had a successful career in aviation maintenance for more than 60 years. He was inducted into the National Aviation Hall of Fame in 1965, and later honored by the Federal Aviation Administration with the establishment of the Charles Edward Taylor Master Mechanic Award, which recognizes persons with 50 years or more of aviation maintenance experience.

"We are thrilled that our Governor and Lt. Governor/Commissioner of Transportation supported this proclamation," said Raymond Rought, Director of Aeronautics, Minnesota Department of Transportation. "They understand the significance of focusing attention on the importance of aviation maintenance technicians in Minnesota and around the world." □



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Dan Johnson

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### LAMA Chairman Hangs Up Columns

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## PEOPLE IN THE NEWS

man of the Light Aircraft Manufacturers Association (LAMA), Dan Johnson of St. Paul, Minn., celebrated 30 years of writing flight reports with the publication of his February 2006 columns "Product Lines" (Hang Gliding and Paragliding magazine) and "The Light Stuff" (Kitplanes magazine). The hang gliding column ran continuously for 27 years. His "Light Stuff" column ran for 14 years, with 150 articles on a variety of topics about light, recreational flying. Having reached these milestones, Johnson has decided to no

longer write the columns, and devote his time to his duties with LAMA.

Johnson, a leading reviewer of ultralights and light-sport aircraft, has flown and evaluated more than 300 different models of aircraft and written more than 600 flight reports. He has logged more than 5,000 flight hours and holds a commercial certificate with instrument, multi-engine, and flight instructor ratings. Interested persons may review many of his articles at [www.ByDanJohnson.com](http://www.ByDanJohnson.com).

In addition to his responsibilities with LAMA, Johnson consults for several clients, including EAA, on marketing light recreational aircraft. □



Scott Crossfield & EAA Wright Flyer at Kitty Hawk, N.C.

## Aviation Pioneer Scott Crossfield Dies In Accident

RANGER, GA. — Searchers found the wreckage of legendary test pilot Scott Crossfield on April 20, shortly after 1 p.m. in the mountains near Ranger, Ga., about 50 miles northwest of Atlanta.

The single-engine Cessna 210 registered to Crossfield, the first man to fly at Mach 2 and Mach 3, went missing on April 19, after it left Alabama for the Washington, D.C., area. The plane left Prattville, Ala., around 9 a.m. on April 19, en route to Manassas, Va. Weather may have been a factor in the accident.

Crossfield, 84, became the first man to fly at twice the speed of sound piloting the Douglas D-558-II Skyrocket to a speed of 1,291 mph in November 1953. □

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## AWARDS & RECOGNITION



## FAA Recognizes Pentastar's Avionics Department

WATERFORD, MICH. – The Federal Aviation Administration (FAA) awarded the avionics staff at Pentastar Aviation the agency's "Aviation Maintenance Technician (AMT) Award" for excellence in continuing technical training. Additionally, the FAA awarded the Pentastar Aviation Avionics Department the coveted "Diamond Award," the program's highest-level award. This is the third Diamond Award presented to the Pentastar Aviation Avionics Department, which is headquartered at Oakland County International Airport in Waterford, Michigan ([www.pentastaraviation.com](http://www.pentastaraviation.com)). □



Vern Raburn

## Eclipse Aviation Accepts Robert J. Collier Trophy

WASHINGTON, D.C. – Eclipse Aviation of Albuquerque, N.M., has received the 2006 Robert J. Collier Trophy. Eclipse president and CEO Vern Raburn was presented the award by David Ivey, president and CEO of the National Aeronautic Association (NAA), at ceremonies held in Washington, D.C. in May.

Since 1911, the NAA has awarded the Collier Trophy each year for the greatest achievement in aeronautics and astronautics in America. Eclipse received the award "for innovation in the advancement of general aviation through the design, development and manufacture of the Eclipse 500 - the world's first very light jet (VLJ)." The trophy is named for publisher Robert J. Collier, the first person to purchase a private airplane from the Wright brothers. □



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## GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

### If Airport Property Is Sold, Money Should Return To State Airports Fund If Not Reinvested In Replacement Airport

**S**ome officials in Hennepin County, Minnesota, just can't take a hint. They've been told several times that Crystal Airport ---

a vital, thriving reliever airport in the Twin Cities area --- is staying open. Yet they are trying once again to close it even though the airport is owned by the

Metropolitan Airports Commission (MAC) and not Hennepin County or the City of Crystal. This time, representatives from the area have introduced bills in the Minnesota House and Senate that would direct the Metropolitan Council to submit a report to the legislature on the economic analysis of Crystal Airport and possible alternative uses of the property. The City of Crystal jumped into the fray once again, when members of the city council passed a res-



Bill Blake

olution in April calling for an "independent" study of Crystal Airport and supporting the bills currently in the House and Senate. The city resolution passed narrowly with a 4-3 vote.

MAC has already done economic impact studies of all the reliever airports recently, including Crystal, and concluded earlier this year that all the airports should remain in their existing locations. Furthermore, MAC has accepted FAA Airport Improvement Program grants for development projects at the airport. That means that MAC must operate Crystal as an airport for 20 years from the date of the last grant. AOPA is strongly opposed to unnecessarily revisiting this issue.

The City of Willmar is building a new airport and plans to use its old facility for non-aviation purposes. However, in the past, the city received state funds for land acquisition of the old airport. If it decides not to use those funds for the development of the new airport, the money should be repaid to the state for use at other general aviation airports. There is a proposal in the state legislature that would prevent the state commissioner of transportation from requiring the City of Willmar to repay the state airports fund if it does not invest the money in the replacement airport. AOPA urges defeat of this proposal.

In 2003, \$15 million was transferred from the dedicated Minnesota state aviation trust fund to the state general fund to cover budget short-

falls. It was believed at the time that state aviation could afford to make such a "loan" to be repaid by July 1, 2007. However, since then, Northwest Airlines and other air carriers have filed bankruptcy, which has disrupted the flow of Airline Flight Property Taxes into the aviation trust fund, causing further financial strain on the fund. These two funding cuts will most likely result in less funding for the smaller general aviation airports. AOPA is supporting legislation co-sponsored by AOPA member and state Senator Michael Jungbauer to speed up the return of the \$15 million borrowed by the general fund to the aviation trust fund.

A bill was introduced in the State of Wisconsin that would require all gasoline to contain 10% ethanol. Fortunately for those owners of aircraft using auto gas, the bill was killed early in its life. But, this is an issue that has popped up in other states. We must maintain vigilance to make sure such legislation does not slip through without thorough consideration.

Legislation was introduced in Illinois last session, which would have exempted aircraft and aircraft parts from state sales tax. Although some states have passed similar legislation in recent years, Illinois is in such poor financial condition that there was little support for the bill. It will probably be introduced again in the next session.

For more information on these issues and everything a pilot needs to know, see [www.aopa.org](http://www.aopa.org). □



Peter Diamandis

### Diamandis & Steger Receive 2006 Lindbergh Awards

ST. PAUL, MINN. – The Lindbergh Foundation honored the chairman and chief executive officer of the X PRIZE Foundation, Peter Diamandis, and Minnesota native and polar explorer, Will Steger, with the 2006 Lindbergh Awards at the Minnesota History Center in St. Paul, May 19.

Dr. Peter Diamandis, a pioneer in the development of incentive prizes, was recognized for his ability to inspire the brightest minds on Earth to tackle some of the most pressing issues in the

**CONTINUED ON PAGED 45**



Will Steger

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# Sun 'N Fun 2006... One View By A First-Time Visitor

by Wayne Flury



An Eclipse 500 taxis by at Sun 'n Fun.

**T**hough I was excited to finally attend Sun 'n Fun in Lakeland, Fla. this year (April 4 – 10), there was a major disappointment – the weather in Minnesota was relatively nice during that week. When I

go to Florida, I want the weather back home to be cold and nasty and miserable!

I've enjoyed being a long-time EAA AirVenture-Oshkosh volunteer with the air show announcers, and feel fortunate to have developed many friendships through this part of my aviation family. For the past several years, the announcers have tantalized me with vivid descriptions of the fun part of the Sun 'n Fun Fly-In. This year I decided that my thin wallet and my not-so-thin self would burn some vacation days and go see for myself if they were telling the truth. They were.

Central Florida had been without rain for many weeks, but it was still

like paradise compared to the bare trees, brown grass and fading snow crud of Minnesota. Fragrant warm breezes swept through the trees hanging with Spanish moss and caressed my face as I walked the Sun 'n Fun grounds. It was enough to make even the most stoic Minnesotan feel poetic. Though I was there for the week to work, assisting the announcers, I saw old friends, made new friends, heard the call of unfamiliar birds, got a bit of sunburn, socialized, and gawked at the smorgasbord of aviation products. In other words, in addition to working, I played tourist and enjoyed myself immensely.

Comparisons of Sun 'n Fun (SNF) to EAA AirVenture are inevitable, but largely irrelevant. Both have similar formats and presentations, and both are professionally staffed and operate with a broad based volunteer group. I met many volunteers who were proud to say they had been with SNF for many, or even all, of its 32 years of existence. Sun 'n Fun is definitely a smaller, more personal venue than AirVenture, and for many long-time EAAers who pine for the "good old days" of Rockford or early Oshkosh, it reminds them of a time that has passed.

In addition to being able to fondle the latest aviation trinkets, gadgets and goodies, some of the highlights of Sun 'n Fun 2006 for me were: two 1929 New Standard D-25 aircraft and a Pitts S-2C offering air rides; the many new Light Sport Aircraft (LSA) on display; listening to warbird announcer, Walt Troyer, whose 30-45-

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minute narrations, all without a script or notes, are a history lesson, as well as a narrative; seeing the F-22A Raptor make its first civilian airshow appearance; watching the F-22, whose pilot was obviously enjoying the opportunity to just go out and play around with a really cool aircraft, steal the military show away from the F-15 Eagle; and the formation Heritage Flight of a P-51, F-15 and F-22, a sight and sound that brought many emotions to the surface.

Though I've attended and worked numerous shows, this was my first opportunity to view a night show performance. With a gorgeous Florida sunset as a backdrop, the Aeroshell Aerobatic Flight Team, which is always impressive in the daylight with their precision formation flight which leaves smoky tracks in the sky, were positively stunning in the evening twilight with strobes and lights accentuating the smoke in an almost eerie fashion. An aerobatic performance by an ultralight is already an awesome picture, but when you add showers of pyrotechnics and a wingwalker, it's a "shake-my-head-because-I-can't-believe-it" moment.

The Super Chipmunk "SkyDancer" sponsored by Oregon Aero turned into "FireDancer" as firework showers trailed from the wingtips, punctuated with colored firework balls. The evening ended with a traditional fireworks display that had everyone applauding.

My volunteer activities give me a unique "behind the scenes" exposure

to fly-ins and, though it can be very time consuming, it's very rewarding! At Sun 'n Fun I ran out of time before I could get to Paradise City (the ultralights) or Chopper Town (figure that one out by yourself), or check out the forums and workshops. But the time spent with old and new friends make each event an experience beyond value. Nobody should presume that every hour of every day for a volunteer is filled with happiness and sunshine, and that's what beer in the evening is for. But those who have volunteered at any level know the satisfaction that comes from doing a job well. I encourage all readers to experience this for themselves.

I came back to Minnesota with the goal of returning to Sun 'n Fun next year because of the warm welcome I had received into this southern aviation family. I'd also like to see Kermit Weeks' "Fantasy of Flight," located between Lakeland and Orlando, a museum filled with World War I and II aircraft, and the Florida Air Museum on the Sun 'n Fun grounds.

Now, when and where is the next pancake breakfast, and how many days is it till AirVenture? See you on the flightline.

*EDITOR'S NOTE: Wayne Flury of Buffalo, Minnesota, is a writer, cartoonist, aircraft builder, announcer, newsletter editor and EAA member. When you hear the announcers over the public address system at EAA AirVenture-Oshkosh, chances are, Wayne Flury is behind the scenes helping.*

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## AVIATION LAW

### Administrator Assesses Civil Penalty Against Flight School For Operating Aircraft Past Deadlines For AD Compliance

by Greg Reigel  
Attorney At Law

A recent civil penalty case discusses the FAA's position regarding an aircraft owner or operator's responsibility with respect to the airworthiness of an aircraft subject to recurring airworthiness directives (ADs). In the matter of Ace Pilot Training, the FAA filed a complaint alleging that Ace operated a Mooney M20C and two Piper PA-28s when certain ADs had not been completed in violation of FAR 39.3 (prohibiting operation of aircraft when ADs are incomplete) and FAR 91.13(a) (prohibiting careless or reckless operation of an aircraft). The FAA sought a \$30,000 civil fine for the alleged violations. Ace's defense was that the repair station to which it delegated the maintenance of the aircraft was responsible for AD compliance and any violation for failure to comply.



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## CIVIL PENALTY RULING

At the hearing, the administrative law judge (ALJ) found that Ace had violated FAR 39.3 in one instance, but the ALJ dismissed the other claimed violations on the ground that Ace did not have actual knowledge that it was about to operate the aircraft past the deadlines for the ADs. The ALJ also held that the FAA had not proven that Ace violated FAR 91.13(a).

The FAA then appealed to the Federal Aviation Administrator, who decides civil penalty appeals. (Yes, to most people this appears to be a conflict of interest, but that is a discussion for another day.) The administrator determined that "Ace had a responsibility, independent of the repair station's responsibility, to know when the ADs were due and to ensure that they were completed on time," and "that, absent extraordinary circumstances, operating an aircraft out of compliance with an AD, not only violates the regulation requiring compliance with ADs, but also violates the regulation prohibiting careless or reckless operation."

In discussing the owner's responsibility, the administrator stated that "Ace had a responsibility, independent of the repair station's responsibility, to know when its ADs were due and to make sure they were completed on time and were properly recorded," basing this upon the mandate in FAR 91.403(a) that the owner or operator is "primarily responsible" for

maintaining the aircraft in an airworthy condition. Although the owner or operator doesn't have to do the work, the owner or operator must check and maintain the aircraft's records to ensure that the work has been completed and properly logged. The administrator went on to note that it is not an unfair burden to require owners and operators to know which ADs apply to their aircraft and to bear primary responsibility for timely AD compliance because the "ADs are publicly available, free of charge, and on the FAA internet website."

With respect to the FAR 91.13(a) violations, the administrator relied upon existing precedent which holds that absent extraordinary circumstances, careless or reckless operation of an aircraft follows as a residual violation once the FAA establishes operation of an unairworthy aircraft. She then concluded that Ace acted in a careless or reckless manner because its failure to comply with the ADs jeopardized the safety of both its student pilots and others. The administrator also increased the ALJs \$500.00 civil penalty up to an \$8,000 civil penalty.

Although this seems like it bestows an onerous burden upon aircraft owners and operators who are not maintenance savvy, the case is consistent with FAA enforcement cases that place the burden of aircraft airworthiness squarely on the shoulders of the aircraft owner or operator. Interestingly, it appears to be incon-

sistent with the case law within some states holding that an aircraft owner or operator can delegate maintenance of an aircraft to a non-owner. Unfortunately, these "delegable duty" cases typically arise within the context of aircraft accident cases, which do not have any precedential weight in enforcement actions. Thus, although an aircraft owner or operator may be able to delegate their duty to maintain the aircraft in an airworthy condition to a third-party, and thereby potentially avoid liability in the context of a civil lawsuit, the delegable duty defense will not help in an FAA enforcement action. Like it or not, from the FAA's perspective, the owner and operator of an aircraft will continue to be the first and last stop for airworthiness issues ([www.aerolegalservices.com](http://www.aerolegalservices.com)).

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

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Tom & Renee Watry



Group, Ltd. (OTC BB: MNYG.ob), has delivered its 11,000<sup>th</sup> production aircraft, an Ovation2 GX, to Dennis F. Strigl of New Jersey. The milestone airplane was handed over to Strigl at the company's Kerrville, Texas delivery center earlier this year. It is equipped with a Garmin G1000 avionics suite which features two flat panel liquid crystal displays, a GDL69A weather uplink with XIM satellite radio, a GTX 330 mode "S" transponder, and an STEC 55X autopilot.

Strigl first flew a Mooney in the 1980s and retained his interest in the airplane, even though he hadn't been an active flyer for nearly 20 years.

Mooney delivered its first airplane in 1948, from its initial location in Wichita, Kansas. A total of 66 aircraft were delivered during the company's first full year of production. The firm moved to Kerrville in 1951. The 10,000th delivery plateau was surpassed in 1991. After delivering 34 aircraft in 2003 and 36 (including 18 GX models) in 2004, the company more than doubled its output in 2005 with 85 new airplanes entering service. □



## **AdamJet Achieves FL 41,000 At 340 Knots**

ENGLEWOOD, COLO. – The Adam Aircraft A700 AdamJet flew to 41,000 feet on April 26 and achieved a true airspeed of 340 knots. The aircraft was crewed by Senior Turbine Test Pilot Ken Sasine and copilot Dan Brand ([www.adamaircraft.com](http://www.adamaircraft.com)). The AdamJet is one of several Very Light Jets soon to hit the market. □



## **Sport-Jet Flight Testing Validates High Performance**

COLORADO SPRINGS, COLORADO – As flight testing continues on the new Sport-Jet, Excel-Jet president and aircraft designer Bob Bornhofen announced, "We are clearly validating our preliminary estimates of performance. In fact, we may exceed

initial projections."

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"Even at lower altitudes, we are indicating 195 knots Indicated Air Speed. This figure comes while there is still plenty of available thrust left," identified Bornhofen. Based on these results, he added that the airplane should easily reach its target of 340 knots TAS at 25,000 feet.

**CONTINUED ON PAGE 52**

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Seaplanes. For the average pilot, the word conjures up dreams of landing on a secluded northern lake, dropping a fishing line and drifting slowly to shore for lunch. For oth-

ers, it's just the adventure of heading off with another seaplane buddy for a day of "splash and dash," the water-pilot's equivalent of "touch & goes," with absolutely no destination in mind.

No matter what your dream is, learning how to fly a seaplane will offer you a new perspective on take-offs, landings and, well, "parking" a plane. It's not just pulling up to the ramp and letting the line guy put the plane away, or quickly tucking it into a hangar. No, you've got to deal with docks, beaches, trees, weather and the like. Making sure the plane is tucked away at night is just as important as flying safely.

Most people, though, just have the time of their life getting a seaplane pilot certificate. Smiles, giggles and an occasional "yee-ha!" fill the cockpit. One student proclaimed it was the "most fun you can have with your clothes on!" Another commented that "it's the funniest checkride ever!" Training normally takes 8-10 hours, and involves primarily water operations. There are various takeoff, landing and taxi methods, depending on the water conditions. Docking and beaching are skills that require practice, as well.

Student seaplane pilots need to start thinking of living out in the wilderness...seaplane pilots don't have the luxury of runways, hangars, windsocks and the like. So the seaplane student learns a lot about how weather can affect seaplane operations.

The first difference you'll come upon while getting seaplane instruction is the "preflight" itself. It's not just the normal walk-around on the ramp. Instead, you're balancing on the floats as they gently bounce in the waves, holding onto struts, ropes and other airplane parts for stability. On many planes, there's a thin, stainless steel cable that runs between the float tips to cross from one side of the plane to the other. Kind of a tight-rope walk over the water, in front of your prop. That one takes a little getting used to.

The next big challenge is learning how to "start" the plane. In one way, it's just like any other plane of the same model, except on floats, you're immediately moving, somewhere!

**CONTINUED ON PAGE 33**



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# Current?

by Ben Redman

I could ask most pilots if they are current and get an instant reply on the status of their currency. In kind, I could ask the status of currency of their aircraft's recurring Airworthiness Directives (ADs), VOR course check and service bulletins and most likely.....a pause. Your mechanic did this at annual right?

Naturally, most mechanics do see that these things are covered during an inspection. But some are due every 50 hours, 100 hours or somewhere in between. The nature and basis of inspection for most ADs are at 100-hour intervals. Most of us may not fly more than 100 hours between annuals.

But, let's suppose you do fly more than 100 hours between annuals. Then you are operating your aircraft past

## SHOP TALK

the inspection interval of an Airworthiness Directive. This could pass without event or, God forbid, cost you your life!

Unfortunately many ADs in General Aviation come about because of a death associated with a mechanical failure or oversight. Several ADs are simply a quick look at a particular part or testing a particular system. Some are more involved and require disassembly for inspection.

Getting intimate with the ADs that apply to your aircraft will give you a greater understanding of the aircraft. This will also increase your mechanical awareness when operating your aircraft and give greater recognition to the mechanical limitations of your bird. Some may even be so simple you can take a quick look during pre-flight.



Ben Redman

Keeping track of applicable ADs on your aircraft is quite simple once

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all the homework is properly completed. By this I mean having your mechanic do a complete and thorough research of the AD compliance history and documenting it in detailed order. Having this master list will pay for itself every year when it comes time for a mechanic to annual the aircraft and check AD compliance. Everything will be there in black and white instead of having to sort through the aircraft logs every time. Once the master list is created, you can have a separate recurring listing.

There are two types of ADs to keep in mind: one-time and recurring.

The recurring ADs come up at specific time intervals. Most are at 100-hour intervals, annually or whatever comes first. Others may be at 25 or 50-hour intervals, but not likely. Once on top of the one-time AD, you're done and okay. It is the recurring ADs that will get you into trouble. To be specific here, it is legally the mechanic's duty to see that all ADs are in compliance when he signs off an inspection on your aircraft. However, it is legally the owner and operator's legal responsibility to keep record and maintain AD compliance in the end.

Consider this: If you operate your aircraft beyond an ADs time, there are three things that can happen. 1) Nothing. You get lucky and have uneventful flying prior to the next inspection. 2) A catastrophic failure occurs. You have a very exciting flight or worse. 3) Lack of compliance is drawn to the attention of the authorities, for whatever reason, and guess whose is in trouble? The

mechanic? No, not so! Per FAR 91.403, it would be you!

The core point here is not to scare you out of the sky, but to give you a better understanding of the importance of AD compliance. The goal of aviation maintenance is safety, not economics! Yes, we want the best bang for the buck, but at what end? Is a mechanic that charges peanuts able to afford all of the data and tools required to legally and safely do the job? I am not promoting charging excessive labor rates, but if the shop rate equals lawnmower maintenance rates, who is getting the good deal?

Your mechanic should be an advisor as well as the wrench swinger. He or she can help you track and document the maintenance issues discussed here. Your mechanic can also teach you what to keep an eye on. A good relationship with your mechanic is vital to getting your monies worth.

There are some real simple tools your mechanic should be using to help keep track of your aircraft's past and present maintenance history. AD research and compliance subscriptions are sold for the computer and should be used. They are a safe, organized way to save and print the data necessary for tracking AD compliance.

To be legal, the AD subscription must be current and FAA approved. Your mechanic should also be printing and saving all of the logbook entries for your aircraft. This allows him to reference work performed without having to keep your logs in his possession. Also, this provides a way to legally reconstruct a lost log-

book. Further, professionally printed and documented logs help boost resale. Having orderly and legible logbook entries with complete documentation speaks volumes to the prospective buyer.

I have heard that some mechanics refuse to save any data from an annual or AD compliance for liability reasons. Do you want someone working on your aircraft that won't stand behind their work? Every time a passenger joins you on a flight, you are asking them to stand behind your work. Why not ask the same of your mechanic? Good paperwork, records and organized logs help us stay informed, safe and ahead of most problems. In the end, do you want a yearly signature in the logbook for psychological and legal reasons? Or do you want to know your equipment and where it stands?

Tdata Inc. of Powell, Ohio (800-783-2827), and Aircraft Technical publishers of Brisbane, Calif. (800-227-4610), both have AD compliance subscriptions for your computer. The FAA also has a very valuable website [www.FAA.gov/mechanics/](http://www.FAA.gov/mechanics/) that allows you to look up ADs for particular aircraft, engines and appliances.

*EDITOR'S NOTE: Ben Redman is part owner of Redman Aircraft Restoration Enterprises (Rare Aircraft Ltd.), Owatonna, Minn. He holds a commercial pilot certificate and instrument rating, and is an A&P and IA technician. Ben is also an aircraft salesman and broker, and a dealer for American Champion Aircraft. He maintains everything from a 1929 Waco biplane, to an L-39 Albatros jet fighter.* ☐

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## SEAPLANE FLYING FROM PAGE 30

And where that “somewhere” is depends on your control of the plane, the water rudders, the wind and what’s around you. It’s incredibly important to think about where your airplane is going to go before you even touch the starter. You need to watch out for docks, boats, other seaplanes and the like. There aren’t any brakes.

For instance, wind plays a big part in seaplane operations. Not just strong winds. If it’s really windy, you often just stay on the ground. Winds over 12-15 knots and you start to see whitecaps. Much over that and it’s time for experienced operators only.

Seaplanes have a natural tendency called “positive weathervaning.” It’s actually part of the FAA certification for seaplanes. What that means is that the plane will always point nose-first into the wind, no matter how strong or how light. Learning how to judge what the wind is going to do to your plane is one of the most important parts of the training. In many ways, it can work for you. Other times, it can be a real challenge.

What kind of wind is ideal for seaplane operations? Generally, a light 3-10 knot breeze will be just perfect for almost everything you want to do. A few waves help with depth perception on landing, and to break the suction of the floats on takeoff. A glassy, mirror-like surface can be as

dangerous as anything.

A great resource for seaplane information is the Seaplane Pilots Association (SPA). Based in Lakeland, Fla., just across the street from EAA Sun & Fun headquarters at Lakeland Linder Regional Airport, this 7,000-member organization represents seaplane pilots and their unique issues across the country. They help in waterway closing issues and flight restrictions (kind of like the AOPA of the seaplane pilot world), but they also offer tons of seaplane training and operational information including the Water Landing Directory covering the U.S. and Canada. SPA also publishes Water Flying Magazine, and has a website chock-full of seaplane information: [www.seaplanes.org](http://www.seaplanes.org). So why not challenge your piloting skills and upgrade your pilot certificate to land “and sea?” You can get the training in as little as 2-3 days, and can combine it with staying at a cabin or camping vacation. You can also count the new certificate as a Biennial Flight Review (BFR). What better way to fulfill an FAA requirement and have some fun at the same time?

*EDITOR'S NOTE: Curt Drumm is a certified land and seaplane flight instructor, and is currently on the board of directors of the Seaplane Pilots Association. He splits his time between his seaplane bases in Manitowoc and Three Lakes, Wis. For additional information see [www.seaplaneflying.com](http://www.seaplaneflying.com) or call 920-901-2200.* □

## AIRPORTS

### Cornell Airpark... Once A Municipal Airport, Now A Haven For Light Sport Aircraft

The trend in recent years has been to transfer ownership of “private” airports to municipalities as a means of alleviating tax burdens on owners, protecting the future of an airport, and making the airport eligible for state and federal airport improvement funding. Whether due to local pilots not actively promoting and preserving

their local airport, or due to a lack of appreciation and understanding on the part of elected officials of the economic, transportation and recreational benefits of the airport to the community, municipalities are sometimes inclined to either let their airports deteriorate, close them, or sell them to the highest bidder. In the case of Cornell, Wisconsin, professional pilot and aircraft kit builder, Jack Bresina, saw the City of Cornell’s decision to sell its airport as an opportunity to preserve the airport and convert it into an “airpark,” with the intent of attracting pilots from the Twin Cities and elsewhere to the recreational area of northwest Wisconsin. He bought the airport in 2002.

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Bresina, 54, is originally from Chippewa Falls and Tilden, Wis., but spent most of his adult life flying corporate jets for entertainers, oil executives and ranch breeders out west and in Europe. In the 1970s, he received all of his ratings through the GI Bill following a stint in Viet Nam, and became a flight instructor at Arizona State University in Mesa. He then established Aero Commerce Services, Inc. in 1986. At its peak, Aero Commerce Services was operating six jets, including a Lear 35, providing charter for private individuals and companies, and the U.S. Government. Bresina says that his most memorable aviation experience was flying a Lear in the Communist Block at the height of the Cold War in 1986, but is now glad to be back in Wisconsin.

Aero Commerce Services, Inc. now operates on a smaller scale, with most of Bresina's attention focused on developing Cornell Airpark and operating Cornell Aero Works, LLC, a



Cornell Airpark  
Cornell, Wisconsin

company which specializes in distributing amateur-built aircraft kits for the growing Light Sport Aircraft market.

Bresina got married in 1977, and

he and his wife, Pati, had three children: Artie, Chelsea, and Vanessa. The Bresinas lived in Arizona until 1997, when they moved to Holcombe, Wisconsin and bought the Cornell Airport. Vanessa Bresina works in the business with her father.

Lots at Cornell Airpark go for \$49,900, and the airport is located in the heart of northwestern Wisconsin's lake country, approximately 25 miles northeast of Eau Claire, 75 miles from the Twin Cities, 202 miles from Milwaukee, 240 miles from Des Moines, and 250 miles from Chicago. The airpark has a 2500 ft. hard surface runway, an adjacent grass airstrip, pilot controlled lighting, fuel, and aircraft maintenance.

Cornell Aero Works sells and assists owners in building the two-place "Escapade" and "Highlander" Light Sport Aircraft manufactured by "Just Aircraft" of Walhalla, S.C. Both aircraft can be configured as either a tricycle aircraft or taildragger, and

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The Just Aircraft "Escapade" or "Highlander" can be on wheels, floats, or skis.

built for as little as \$30,000 for the Escapade and \$35,000 for the Highlander. Either model can be fitted with floats or skis, but an extended gear option for the Highlander provides heavy-duty axles to support bush tires. Engine options vary from the popular 80 hp Rotax 503 and 100 hp 912, to the turbocharged 914 for the Escapade; and the Rotax 503 to the 120 hp Jabiru 3300 for the Highlander. Fuel capacity is 19 gallons for the Escapade and 18 gallons for the Highlander, providing sufficient fuel for up to 4 hours of cruising between 95 and 105 mph, plus VFR reserves, depending on models and powerplants.

Just Aircraft designer, Troy Woodland, wanted to take all of the things people didn't like about other airplanes and fix them with a new design. Among the improvements are more luggage space, a simplified wing-folding mechanism that avoids the need to remove control linkages, and a wider cabin. (Yes, you can fold the wings and park the plane in your garage, if you want to.) Both aircraft won consecutive Grand Champion Awards in the Light Plane Category at EAA Sun 'N Fun: Escapade in 2004, and Highlander in 2005. The Highlander now dominates sales two to one over the Escapade.

For additional information on Cornell Airpark or the "Escapade" and "Highlander" Light Sport Aircraft, call Jack Bresina at (715) 239-3716 or via email at jack@cornellaeroworks.com (www.cornellaeroworks.com).



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**LISTING INFORMATION**

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

## JUNE 2006

- 10\* **TWO HARBORS (TWM), MINN.** - Hot Dog & Chili Fly-In at Helgeson Airport 10am-1pm. (Rain date 11th.) 218-834-4784.
- 10-11 **JANESVILLE (JVL), WIS.** - Southern Wisconsin Airfest 9am-?? Air Show Noon. 608-754-5405. www.swairfest.org. swairfest@peoplepc.com
- 10-11 **SPENCER (SPW), IOWA** - "Fly Iowa 2006" at the Northwest Iowa Regional Airport. 10<sup>th</sup> Educational Programs Day. 11<sup>th</sup> Flight Breakfast 7am, Airshow 10:30am & 3pm. 712-262-1000. www.flyiowa.org
- 11 **WATERTOWN (RYV), WIS.** - Wisconsin Aviation's Annual Open House & Pancake Breakfast. 7am-Noon. Static Aircraft Display. 920-261-4567. krys.brown@wisconsinaviation.com
- 11 **MONTEVIDEO (MVE), MINN.** - Breakfast 8am-1pm. 320-269-8925.
- 11 **ALBERT LEA (AEL), MINN.** - Breakfast 7am-12:30pm.
- 11 **RED LAKE FALLS (D81), MINN.** - Breakfast 8am-1pm. 218-253-4304.
- 11\* **FERGUS FALLS (FFM), MINN.** - Pancake Breakfast 8am-1pm.
- 11\* **RED OAK (RDK), IOWA** - Breakfast 7-10:30am. 712-623-6523.
- 11\* **LANSING (IGQ), ILL.** - Pancake Breakfast. 708-895-8844 / 798-3801.
- 16-17\* **BRAINERD (BRD), MINN.** - Madden's Father's Day Fly-In on Gull Lake (9Y2). 800-642-5363. www.maddens.com
- 17\* **SAUK PRAIRIE (91C), WIS.** - 10am-7pm. Static aircraft, classic car, and antique tractor display, airplane and helicopter rides, skydiving, beer tent, barbeque chicken, Culver's custard, live music, games for children. 608-576-4470. www.saukprairieairport.com
- 17\* **MOOSE LAKE (MZH), MINN.** - Breakfast

- 7:30-11am. 218-485-4441.
- 17\* **GREEN CASTLE (IA24), IOWA** - Hangar Concert 7pm. Food Served 6pm. 319-545-2101.
- 17-18 **OSHKOSH, WIS.** - Ultralight/Light-Sport Aircraft Weekend at Pioneer Airport, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 17-18\* **LA CROSSE, WIS.** - Deke Slayton Airfest. 608-779-9994. www.airfest.com
- 18 **BARABOO - WISCONSIN DELLS (DLL), WIS.** - Pancake Breakfast 7am-Noon.
- 18 **EAGLE RIVER (EGV), WIS.** - Pancake Breakfast & Brat Lunch 7am-3pm. 715-479-7442. egyport@verizon.net
- 18 **MINERAL POINT (MRJ), WIS.** - Breakfast 7am-1pm. 608-987-9931.
- 18\* **PALMYRA (88C), WIS.** - Pancake Breakfast 7am-Noon. 262-495-2898/414-732-8456.
- 18 **SHEBOYGAN (SBM), WIS.** - Wings & Wheels, Pancake Breakfast, Brats & Hamburgers Lunch 7am-4pm. Antique tractors & cars. 920-377-0704.
- 18 **WAUPACA (PCZ), WIS.** - Pancake Breakfast 7am till food is gone. 920-867-3201.
- 18 **DODGE CENTER (TOB), MINN.** - Pancake Breakfast 7am-Noon. 507-282-9682. www.eaa100.org
- 18 **TAYLORVILLE (KTAZ), ILL.** - Pancake Breakfast 7-11am. 217-820-5354 / 217-824-9313. www.eaa1315.org
- 18\* **MAQUOKETA (OQW), IOWA** - Breakfast 7am-1pm. 563-652-2484. maqcityhall@caves.net
- 18\* **OSCEOLA (I75), IOWA** - Open House 7am-3pm & Fly-In Breakfast 7-Noon. 641-342-4230.
- 18\* **EAST GULL LAKE (9Y2), MINN.** - Pilot Safety Seminar at Madden's 11am.
- 18\* **STANTON (SYN), MINN.** - Pancake Breakfast 7:30-11:30am. Sailplane & Sport Pilot Static Displays 8-11:30am. 507-645-4030. www.stantonairfield.com
- 18\* **CRYSTAL (MIC), MINN.** - Open House & Pancake Breakfast 7:30am. Concessions 11am-5pm. Static Display 9am-2pm. 763-745-7888.
- 18\* **LAKE ELMO (21D), WIS.** - Pancake Breakfast 8am-1pm. 651-429-7982.
- 18\* **CANBY (27D), MINN.** - Chris's Cake 7:30am-1pm. AD Building Runway Ceremony 11:30am. Steve Falon's Air Show 11:30am. 507-828-9887.
- 22-25 **NEW LONDON (3WN4), WIS.** - Powered Parachute Association Fly-In at Mark's & Airfield. 608-837-4050. flight@merr.com
- 23-25\* **CLINTON (CWI), IOWA** - Balloons in June. www.balloonsinJune.us
- 23-25\* **SPRINGFIELD (SPI), ILL.** - Springfield Air Rendezvous Air Show featuring US Jet Aerobatic Team. 217-789-4400. www.springfield-il.com/airshow
- 24 **OSHKOSH, WIS.** - Wings on Strings Kite Festival at EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 24-25 **BRAINERD, MINN.** - Air Show.
- 24-25 **NEW RICHMOND (RNH), WIS.** - Pancake Breakfast 7am. Airshow at Noon.
- 25 **www.nrairport.com 715-246-7735.**
- 25 **ST. CLOUD (STC), MINN.** - Wheels, Wings, Water Festival Fly-In Pancake Breakfast 8am-1pm. 320-255-7292.
- 25 **CALEDONIA (CHU), MINN.** - Breakfast 7:30am-Noon. brianm@acegroup.cc
- 25 **RIO (94C), WIS.** - Pancake Breakfast 7am-Noon. 847-736-4603 or 920-992-3038. rmoser@chartermi.net
- 25\* **POCAHONTAS (POH), IOWA** - Heritage Days Flight Breakfast 7am-Noon. 712-335-4382.
- 25\* **STRUM (WN9), WIS.** - Pancake Breakfast 8am-Noon at Brion Memorial Field. www.vikingflyingclub.homestead.com
- 25\* **AITKIN (AIT), MINN.** - Wild Rice Pancakes 7-11am. Burgers & Brats 11am-3pm. Classic Car Show. 218-927-4104.
- 25\* **FAIRMONT (FRM), MINN.** - Pancake Breakfast 7am-Noon. 507-235-6648 x217.
- 25\* **PENDER, NEB.** - Breakfast 8am-Noon. 402-380-9882.
- 27-28\* **CEDAR RAPIDS (CID), IOWA** - EAA B17 Aluminum Tours 9am-6pm. 319-310-3641.
- 29\* **HILLSBORO (3HF), N.D.** - Thursday Night Flight Dinner 5pm-Sundown. To celebrate the community 125<sup>th</sup> year.
- 29-6/3 **ANKENY (IKY), IOWA** - EAA B17 Aluminum Tours 9am-6pm. 515-276-7646.
- 30-6/4 **STARBUCK, MINN.** - 1<sup>st</sup> Fly-In Breakfast 7am-Noon. 320-795-2786.
- ## JULY 2006
- 1 **SOLON SPRINGS (OLG), WIS.** - Fly-In 9:30am-2pm. Hamburger & Brats. 218-729-7764. www.eaa272.org
- 1 **OSHKOSH, WIS.** - Planes, Manes & Automobiles - P-51 "Mustang" Aircraft & Ford Mustang, EAA AirVenture Museum. 920-426-6108. www.airventuremuseum.org
- 2 **AUSTIN, MINN.** - Fly-In Breakfast 7am-1pm. 507-433-7115 / 507-433-1813.
- 2\* **MARION (C17), IOWA** - Breakfast 6-11:30am. 319-377-0457.
- 3-4 **LAND O' LAKES (LNL), WIS.** - Fireworks Display, Food & Drinks. 6pm. 715-547-3337. lolairport@frontiernet.net
- 4 **MANITOWISH WATERS (D25), WIS.** - 4th Celebration 9am-10pm. Brats, Activities & More. Fireworks at dusk. (Rain Date 5th) 715-543-8488. 888-626-9877. www.manitowishwaters.org
- 4 **MT. MORRIS (C55), ILL.** - Breakfast 8-11am at Ogle County Airport. 815-732-7268.
- 4\* **CORNING (CRZ), IOWA** - Pancake, Sausage & Egg Breakfast 6-10am. 641-322-3243.
- 4\* **ESTHERVILLE (EST), IOWA** - Flight Breakfast 7-11am. 712-362-2761.
- 4\* **PAULLINA (1Y9), IOWA** - Flight Breakfast 7-11am. 712-448-2522.
- 4\* **IOWA FALLS (IFA), IOWA** - Flight Breakfast 7-11am. 641-648-3191.
- 7-8 **CAPE GIRARDEAU, MO.** - Cape Girardeau Regional Air Festival: Heroes & Legends featuring Aeroshell Aerobatic Team, Skip Stewart Airshows, World Parabolic Swoop Team. 573-334-6230.



8	<b>PHILLIPS, Wis.</b> - Float/Fly-In, 8am plane rides, Acro Shows 11am & 2pm, planes/seaplanes on display. Breakfast 8-11am. 715-339-3701. pbh@co.price.wi.us	7am-12:30pm. 319-465-5488.	Lunch at the Cloquet-Carlton County Airport 8am-5pm. Check NOTAMS for closure of airport. pineriver1@aol.com
8	<b>SUPERIOR, Wis.</b> - Pancake Breakfast 8-11am. 218-729-7764. www.eaa272.org	16* <b>ALGONA (AXA), Iowa</b> - Flight Breakfast 7am-Noon. 515-332-4012.	5* <b>NEW HOLSTEIN (8D1), Wis.</b> - Wings & Wheels 7am-4pm. Breakfast, Lunch, Car & Tractor Show. 920-426-6588. www.atoztrading.com
8	<b>HIBBING (HIB), MINN.</b> - Breakfast 8am-1pm. In conjunction with Mines & Pines Jubilee. 218-263-4152.	16* <b>WAUKON (YO1), Iowa</b> - Breakfast & Tandem Skydiving 7am-Noon. 563-568-3130 or 568-3849.	5* <b>FREMONT (3FM), Mich.</b> - Breakfast and hangar flying, 7-Noon. 231-924-7080. www.avcraftltd.com
8	<b>STURGEON (SUE), Wis.</b> - Pancake Breakfast at Door County Cherryland Airport 8-10:30am 920-743-6082.	16* <b>FOREST CITY (FXV), Iowa</b> - Pancake Breakfast 7am-Noon. 641-581-2880.	5-6 <b>MILACA (18Y), MINN.</b> - Breakfast / BBQ & Camp Out. 5th Camp Out & Pot Luck BBQ (grills provided). 6th Pancake Breakfast 7am-Noon. 612-559-1907. www.milacaaairport.com
8	<b>ALGOMA (95C), Wis.</b> - Fly-In & Hangar Dance at Rio Creek Airport 7:30am-5pm. Breakfast 7:30-11am. Brats, Burgers & Ray Rollins Polka Band 11am-3pm. 920-837-7777.	20* <b>BURLINGTON (BRL), Iowa</b> - American Barnstormers Tour at Southeast Iowa Regional Airport. 319-754-1414. www.americanbarnstormertour.com	6* <b>RED WING, Iowa</b> - Breakfast 8am-Noon.
8-9	<b>IOLA (68C), Wis.</b> - Iola Old Car Fly-In at Central County Airport. Breakfast, Lunch & Wing Camp Ground. 920-596-3400 or 920-244-7808. ejknjan@wolfnet.net	20-22 <b>KEOKUK (EOK), Iowa</b> - ILPA-IBDA L-Birds formation school. All warbirds welcome. 319-524-6378.	6* <b>CHETEK (Y23), Wis.</b> - Chicken Barbeque 10:30am until gone at the Southworth Airport. 715-924-4501.
8-9	<b>DULUTH, Wis.</b> - Airshow 2006 featuring the Thunderbirds, Patty Wagstaff, Red Baron Squadron, MiG-17 and more. 218-628-9996.	20-23* <b>CLINTON (CWI), Iowa</b> - National Cessna 150-152 Fly-In. www.cessna150-152club.com	6* <b>VIROQUA (Y51), Wis.</b> - Pancake Breakfast 7am-1:30pm. 608-606-9563.
8-9*	<b>EMMETSBURG (EGQ), Iowa</b> - 8 <sup>th</sup> Dinner 4-8pm. 9 <sup>th</sup> Breakfast 7am-12:30pm. 712-852-3810.	20-23* <b>DUBUQUE (DBQ), Iowa</b> - T-6 & T-28 Reunion 8am-5pm ( <i>weather permitting</i> ) 563-589-4136.	6* <b>HUMBOLDT (OK7), Iowa</b> - Breakfast. 515-332-1863.
9	<b>MIDDLETON (C29), Wis.</b> - Breakfast at Morey Airport. 7:30am-Noon. 608-836-1711. www.eaachapter1389.org	21-23* <b>MADISON (MSN), Wis.</b> - EAA B-17 "Aluminum Overcast," Wisconsin Aviation, Inc., Dane Co. Regional Airport. Rides available. For times & cost call 1-800-359-6217.	11-13* <b>BLOOMER (W118), Wis.</b> - Open House Fly-In Airshow. Breakfast, Lunch & many activities. 8am-?? 715-568-2182.
9	<b>PLATTEVILLE (PVB), Wis.</b> - Pancake Breakfast 7am-Noon. 608-348-3582. ( <i>Rain date 15th.</i> )	22 <b>NORTHWOOD (4V4), N.D.</b> - Breakfast 8-11am. 701-330-2210.	12* <b>STURGEON BAY (SUE), Wis.</b> - Pancake Breakfast 8am-10:30am at the Door County Cherryland Airport. 920-743-6082.
9	<b>HAYWARD (HYR), Wis.</b> - Pancake Breakfast 8am-1pm. 715-634-3246.	22 <b>NEENAH (79C), Wis.</b> - Old Time Airport Days 9am to ?? 920-475-6179.	12* <b>MENOMONIE (LUM), Wis.</b> - Pancake Breakfast 7:30-11am. 715-233-5636.
9*	<b>HINCKLEY (04W), MINN.</b> - Pancake & Sausage Breakfast at Field of Dreams 7-11am. Hot Air Balloon Rides & more. 320-384-6667.	22 <b>LAND O'LAKES (LNL), Wis.</b> - Annual Airport Day 7am-4pm & Pancake Breakfast 7-10am. 715-547-3337. ( <i>Rain Date 23rd.</i> ) landlakesairport.com	13* <b>LONGVILLE (XVG), MINN.</b> - Pancake Breakfast & Classic Car Show 8-11am. 218-363-3267.
15*	<b>COUNCIL BLUFF (CBF), Iowa</b> - Commemorative Air Force Open House 10am-4pm Lunch. 712-323-2173. www.advancedaircb.com	22 <b>MANITOWISH WATERS (D25), Wis.</b> - Taste of Manitowish Waters 11am-2pm. 888-626-9877. www.manitowishwaters.org	13* <b>BOULDER JUNCTION (BDJ), Wis.</b> - Musky Day Land & Sea Fly-In. 715-385-2979.
15-16	<b>MILWAUKEE, Wis.</b> - Air Expo with Thunderbirds & Golden Knights at the Veterans Park On Milwaukee's Lakefront. www.tcfbankairexpo.com	22-23 <b>SIoux FALLS (FSD), S.D.</b> - Airshow 2006. Blue Angels & Steve Falon.	13* <b>LAKE ELMO (21D), MINN.</b> - Pancake Breakfast at Lake Elmo Aviation Day 7am-Noon. 651-439-5040.
16	<b>EAST TROY (57C), Wis.</b> - Pancake Breakfast & Lunch. 262-969-2044.	22-23* <b>ANKENY (IKV), Iowa</b> - ACAP eXtreme Airshow Challenge. www.evqshows.com	18-19* <b>OKLAHOMA CITY, OK</b> - Okie Derby Air Race at Wiley Post Airport. 405-378-3602. www.okiederby.info
16	<b>TAYLORVILLE (KTAZ), ILL.</b> - Pancake Breakfast 7-11am. 217-820-5354 / 217-824-9313. www.eaa1315.org	22-23* <b>SHIOCTON (W34), Wis.</b> - Fly-In. 22 <sup>nd</sup> Burgers & Brats & Honky Tonk Twisters Band Noon-11pm. 23 <sup>rd</sup> Breakfast 9am. Lunch Brats & Burgers. 920-982-2220 or 538-3149. www.shioctonairport.com	18-20* <b>OSHKOSH, Wis.</b> - Good Ol' Days/Aviation Murder Mystery Dinner, EAA AirVenture Museum. 920-426-6108. www.airventure-museum.org
16*	<b>GRANTSBURG (GTG), Wis.</b> - Wild Rice Pancake Breakfast 7am-Noon. 715-653-2619.	23* <b>MARSHFIELD (MFI), Wis.</b> - Pancake Breakfast 8am-Noon. 715-387-6417.	19* <b>FOREST LAKE (25D), MINN.</b> - Hot Dogs, Brats, Hamburgers & Ice Cream Fly-In 10am-4pm.
16*	<b>HALLOCK (HCO), MINN.</b> - Pancake & Sausage Breakfast 8am-1pm. 218-843-1059.	23* <b>PRESTON (FKA), MINN.</b> - Omelette Breakfast at Fillmore Airport 7am-12:30pm. 507-765-2582.	19* <b>REEDSBURG (C35), Wis.</b> - Corvette & Harley Davidson Display, Blue Fest & Food. 608-524-2322. www.wingsnwheelsblues.com
16*	<b>BLUE EARTH (SBU), MINN.</b> - Belgian Waffles Breakfast 8am-1pm. 507-526-7264.	24-30 <b>OSHKOSH, Wis.</b> - EAA AirVenture 2006. www.airventure.org	19* <b>NORTHPORT, Mich.</b> - Breakfast 8am-Noon. Antique, Custom & Sport Cars Display. 231-386-5762.
16*	<b>SLEEPY EYE (Y58), MINN.</b> - Fly-In 6:30am-12:30pm. 507-794-2151 x127.	29* <b>SILVER BAY (BFW), MINN.</b> - Breakfast 7-11am. 218-353-7372.	27* <b>ROCHELLE (RPJ), ILL.</b> - Sweet Corn, Hot Dog, Pork Chop Roast. Judy @ 815-562-4617.
16*	<b>SIoux CITY (SUX), Iowa</b> - Flight Breakfast 7-11:30am at JetSun Aviation Centre. 712-258-6563.	30* <b>OLIVIA (OVL), MINN.</b> - Corn Capitol Days Fly-In Breakfast. Many Planes. 8am-Noon. 320-212-1999.	29 <b>PIPESTONE (PQN), MINN.</b> - Pancake Breakfast. 507-562-2473.
16*	<b>MONTICELLO (MXO), Iowa</b> - Breakfast	<b>AUGUST 2006</b>	20* <b>MANKATO (MKT), MINN.</b> - Pancake Breakfast 7:30am-1pm. 507-345-1510. barsness@hickorytech.net
		5* <b>ELBOW LAKE, MINN.</b> - Ribeye Steak Sandwich 9am-1pm. In conjunction with Elbow Lake Flekkefest Celebration. ( <i>Rain Date 6th.</i> ) 218-685-4941.	20* <b>BROOKFIELD (O2C), Wis.</b> - Ice Cream Social Noon to 5pm & BBQ Chicken Lunch Noon-2pm at Capitol Drive Airport. Vintage Aircraft Display. 262-442-4622.
		5* <b>EAGLE RIVER (EGV), Wis.</b> - Joe Bucher Fest & Fly-In 5pm-Midnight. Blue Fest & Music. Ribs & Beverages. 715-479-7442. www.eagleriverairport.com	
		5* <b>CLOQUET (COQ), MINN.</b> - Car Show, Air Show, Sky Divers and BBQ & Corn for	



# Aeronautics Report

**Wisconsin Bureau of Aeronautics**

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

**David M. Greene, Director**

(608) 266-3351



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## Wildlife At Airports

by Jeffery Taylor

Aviation Consultant – WisDOT Bureau of Aeronautics

**W**e all appreciate and enjoy the abundance of wildlife in Wisconsin – except those times when an animal suddenly appears near a roadway or runway. Studies have shown – and our first-hand experience probably verifies – the frequency of encounters between aircraft and wildlife is



Jeffery Taylor

on the rise. Between 1990 and 2004, there were some 60,000 wildlife collisions reported by commercial aircraft worldwide, and more than 420 aircraft destroyed as a result of wildlife strikes. And remember, these numbers likely represent only the tip of the iceberg, since it's estimated that only about one of every five such collisions are reported.

As the amount of travel both on land and in the air increases, so are the populations of many types of wildlife. Of the 15 North American bird species weighing over eight pounds, 14 are increasing and the 15th is holding steady. Of particular concern is the Canadian goose population, which is increasing at the rate of 13% per year. The population of Whitetail deer has increased from 350,000 in 1900 to over 25 million today.

So what can we do? Pilots can minimize their risk by learning when wildlife encounters are most likely to occur. The Wisconsin Department of Transportation's (WisDOT's) Bureau of Aeronautics has created a two-page flyer titled, *Wildlife Hazard Management: The Pilot's Perspective* which is available on the WisDOT Web site at: <http://www.dot.wisconsin.gov/library/publications/topic/air/wildlife-pilots.pdf>

The brochure contains a variety of information on wildlife strikes. For example, it notes that 66% of bird strikes occur during the day (most birds can't see well at night), while 61% of the mammal strikes occur at night. It is also important to know what phase of an aircraft flight has the highest incidence of wildlife strikes - 55% of bird strikes occur on approach or during the landing roll, while 39% occurred during takeoff and climb. A surprising 40% of bird strikes occur while an aircraft is on the ground. Altitude is important - 78% of all strikes occur below 1,000 AGL and only 1% occurs above 2,500 AGL.

From these statistics, it's easy to see that many types of wildlife are attracted to airports. The traditional approach to dispersing troublesome wildlife has been to scare them from the runways and movement areas using pyrotechnic devices, sirens, distress calls and decoys. The problem is wildlife soon become accustomed to these tactics and return after a short

time. In an effort to help airport managers develop longer-term solutions of wildlife mitigation, the Bureau created a document titled, *Wildlife Hazard Management: The Wisconsin Airport Owner's Perspective* available at the WisDOT Web site at:

<http://www.dot.wisconsin.gov/library/publications/topic/air/wildlife-owners.pdf>. This publication includes guidance on maintaining airport land in ways that discourage wildlife from gathering. For example, birds are drawn to open, short grassy areas where they can find security from predators and humans. They also look for areas that have access to food and water and where they can nest and rest. Typically, airports try to disperse birds, but the problems will continue until the habitat is changed and shelter, food and water are no longer available. Methods of habitat management include: keeping trees spaced 30-50 feet; mowing grass to 6-10 inches in height to discourage bird nesting; and eliminating standing water and perch sites.

Airport managers can reduce the risk of aircraft collision with deer by regularly patrolling the airport perimeter during peak periods, early morning and evenings, and using harassment techniques to get deer away from operational areas. Issuing NOTAMs when deer activity is greatest helps pilots maintain awareness of potential conflicts.

As a pilot, what can you do to minimize your risk on your next flight? Since 95% of all bird strikes occur within six miles of an airport, slow down during your descent and entry to

the pattern. Impact energy increases with the square of the velocity, so an impact at high speed is much more damaging than at a slower speed. Avoid low flight over wetlands, landfills and other areas where birds congregate. When approaching a non-towered airport early in the morning, consider overflying the field to check for birds, deer or other animals. Before departure, taxi the length of the runway to scare away wildlife and help you assess the situation. And never take-off with birds on the runway, as they will likely enter your path as they

try to escape. Turn on your aircraft lights. Not only will it help other pilots see you, research shows birds are more likely to avoid a lighted object, especially a pulsating light.

Another tool available is the Air Force's Bird Avoidance Model (BAM), which can be found at: <http://www.usahas.com/BAM/home/>. This model is useful during preflight planning for predicting areas of higher concentrations of bird activity.

Pilots are encouraged to report all wildlife strikes to the FAA at their wildlife mitigation Web site:

[http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html). Reporting all wildlife strikes aids our understanding of why and when these incidents occur and serves to minimize the chances of them happening in the future.

With wildlife activity on the rise, we need to also increase our awareness and understanding of this issue. Along with keeping our eyes open, this means knowing where and when wildlife are most likely to appear, and being ready to take appropriate action should danger appear in your path. □

## Airport Construction Update

It will be another busy construction season this summer at Wisconsin airports. The Bureau has scheduled \$103 million worth of airport improvement projects including federal, state and local dollars.

The airport construction process involves teamwork between WisDOT's Bureau of Aeronautics, the Federal Aviation Administration and the airport owner from initial planning to project completion.

The Bureau guides airport development through a process that begins with broad policy planning and includes progressively more detailed elements of system planning, airport master planning, programming, and finally individual airport construction. Through an agency agreement with the airport owner, the Bureau oversees project planning, coordination, design, land acquisition and construction, as well as all financial transactions for an airport project.

This year's projects at air carrier or "primary" airports include:

- **Austin Straubel International (GRB)** – The approach end of Runway 36 will be lengthened 500 feet, while the approach end of Runway 18 will have improvements to the safety area to the runway. The safety area improvements will remove 500 feet of usable runway, so the total

runway length will remain 8,200 feet.

- **Dane County Regional-Truax Field (MSN)** – Air carrier terminal apron expansion to make up for space taken away by recent terminal building expansion.

- **General Mitchell International (MKE)** – Taxiway V will be extended and an apron will undergo reconstruction.

- **La Crosse Municipal (LSE)** – The taxiway parallel to Runway 18 north of Runway 31 will be moved to the west side of Runway 18-36 to eliminate the need for aircraft taxiing from the air carrier terminal to Runway 18 to cross Runway 18, which will reduce the potential for runway incursions.

- **Outagamie County (ATW)** – The construction of a new general aviation area will begin on the south side of airport. This is part of a larger project over the next two to three years to separate air carrier operations from the general aviation operations for security reasons and for additional ramp space.

- **Rhineland-Oneida County (RHI)** – Runway 15-33 and the parallel taxiway will undergo a complete reconstruction and lengthening to 5,200 feet.

Projects at "general aviation" airports include:

- **Burnett County Airport (RZN)** – Runway 13-31 will be reconstructed

and extended to 5,000 feet.

- **L.O. Simenstad Municipal Airport (OEO)** – Runway 10-28 will be reconstructed and extended to 5,000 feet.

- **Manitowoc County Airport (MTW)** – Runway 17-35 will be reconstructed.

- **New Richmond (RNH)** – Runway 14-32 will be reconstructed and extended to 5,500 feet.

- **Rice Lake (RPD)** – Runway 1-19 will be strengthened and extended to 6,500 feet and a full parallel taxiway will be built to eliminate the need for aircraft to back-taxi. A portion of the apron will also undergo strengthening to allow for heavier aircraft. A new VOR/DME will be installed replacing the existing unit.

- **Taylor County Airport (MED)** – Runway 9-27 will be widened to 100 feet and extended to 6,000 feet.

- **Waukesha County (UES)** – Runway 10-28 will undergo reconstruction and a hangar area will be expanded.

- **Sheboygan Memorial County Airport (SBM)** – The approach end of runway 3 will be extended 600 feet bringing the runway to 6,000 feet in length. Also, the corporate hangar area will be expanded. □

**Pilots beware of construction projects at airports.**  
**CHECK NOTAMS**





# WATA *Difference*

## WISCONSIN AVIATION TRADES ASSOCIATION

### By Car, or By Plane.... Increased Fuel Prices Are Here To Stay

by Jeff Baum, President



Photo by AirVue / Don Winkler

Jeff Baum

I suppose I could gloss over the recent increases in fuel prices and tell you what you want to hear, that fuel prices will be dropping to

record lows in the months ahead. But we both know that's probably not very realistic, and the price for a gallon of gas, whether at the corner gas station or at the airport, will remain high. Yes, the era of cheap fuel is over.

Our country has known that this crisis was coming since 1972, and as a nation, we have done virtually nothing to prevent it.

The media asks, "what's President Bush going to do about it?" The answer is rising fuel prices are beyond Bush's control. What we need is a united effort in this country, and worldwide, to search for alternate forms of fuel, to develop technology, which will increase mileage, and conserve where we can conserve.

The price of gas is going up, but the price "margin" for many fixed base operators remains the same, and therefore, their percentage of markup has actually decreased. So operators are making nearly the same profit as they did before, but with the added cost of having to pre-buy more expensive product for their storage tanks, which increases their insurance costs. I think most fixed base operators are sensitive to their customers and want to keep flying affordable, so they are not likely to price gouge.

Some operators see "self-service" as the way to lower fuel costs. This may or may not be economical or practical.

First, self-service fueling systems require a significant investment in equipment, and unless adequate fuel is pumped, they may not be cost-effective for operators.

Second, there will always be more

gallons pumped by line personnel than there will be by self-service systems because operators of larger aircraft are more likely to demand full service, and larger aircraft use more fuel.

Third, location has a lot to do with where self-service fueling systems are cost-effective and useful. If there is a full-service operator on the field, they will probably have the personnel on hand to fuel aircraft, and therefore, this will be more cost-effective than to have both line personnel and self-service systems. Airports without operators, such as in many rural areas of the country, may find that self-service fueling systems are not only a good investment, but provide 24/7 convenience for pilots.

Fourth, as a fixed base operator, I see fueling aircraft as an opportunity for our business to serve the customer, by eliminating one of the inconveniences of flying, saving our customers time and energy to enjoy the trip, conduct business, rest, and plan their next flight. In addition, most professional pilots and business men and women dressed in business attire, do not want to pump their own gas, regardless of possible savings.

Whether full-service or self-service, the price of a gallon of gas might not be less. It all depends on "volume" and "overhead."

So far, there hasn't been as much reaction by the aviation community to this rise in fuel prices as in the past. There doesn't seem to be as much "shock" in people. One customer even told me recently that we would be paying \$4.00 a gallon for car gas, so suggested that I get used to it!

As for the long-range impact on the industry, I believe that the person that needs to own a particular type of

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aircraft for business or personal travel, will still own that aircraft, because anything less will not meet his/her needs. Recreational pilots, too, will buy the aircraft they want within their means, whether individually, as a partnership, or through fractional ownership. Others will continue to either rent aircraft or belong to flying clubs. But flying will continue to be competitive with other forms of transportation.

All forms of transportation will become more expensive – not just aviation. If anything, flying direct to a destination is more “fuel efficient” than driving up and down and around hills and in stop-and-go traffic, thanks in large part to GPS technology. Yes, unless you are flying your family in your own Boeing 707, you can be proud that you are a pilot and practicing good conservation. Properly maintaining one’s aircraft and following proper operating procedures will also help conserve fuel.

We need to work to get Air Traffic Control (ATC) to make a stronger effort to help pilots conserve fuel by keeping turbine-powered aircraft at altitude for as long as possible where they will get their best mileage. We also need ATC to allow aircraft to fly direct routes as much as possible and get them on the ground without unnecessary delays. While such procedures may not make controllers’ lives any easier, it is what needs to be done. And for owners of aircraft that are not GPS equipped, the rise in fuel prices might be the wakeup call they needed.

If there’s anything that bothers me more about the increase in fuel prices, it is our “government policies.” The recent change in federal fuel tax collection added 2.4 cents per gallon, and this is just flat wrong! It’s another government money grab, and the proposal to offer the consumer a \$100 rebate is just a political pacifier. If people want to drop the price of fuel, that’s a perfect place to start.

*EDITOR’S NOTE: Jeff Baum is president of Wisconsin Aviation, Inc. with operations in*

*Madison, Watertown and Juneau, Wis. In addition to being president of the Wisconsin Aviation Trades Association (WATA), he is active in the National Air Transportation Association (NATA), Wisconsin Business Aviation Association (WBAA), and the “20 Group” – an organization made up of some of the largest fixed base operators in the country who meet three times a year to share ideas to help their businesses and general aviation as a whole.* □

## Supreme Court Rules In Favor of Basler Over Minimum Markup Law

OSHKOSH, WIS. – After three years and considerable expense in legal defense bills, the Wisconsin Supreme Court ruled in favor of Basler Flight Service, a division of Basler Turbo Conversions, LLC, in a case filed by Orion Flight Services, Inc. which alleged that Basler had violated Wisconsin minimum markup provisions in pricing its aviation fuel below cost. Both fixed base operations are located at Wittman Regional Airport in Oshkosh, Wis., and were engaged in a “price war” in 2002 and early 2003, where the price of aviation fuel

at Wittman dropped from \$2.59 to a low of \$1.599 per gallon.

At issue was whether aviation fuel constituted “motor vehicle fuel” under the Wisconsin Unfair Sales Act, subjecting aviation fuel to the Act’s minimum markup provision for motor vehicle fuel.

Upon review, the Wisconsin Supreme Court concluded that “motor vehicle fuel” does not include aviation, that the minimum markup provisions in Chapter 100 of the Wisconsin Statutes do not apply to aviation fuel, and that Orion cannot rely on Wis. Stat. 100.30 for a private cause of action against Basler. (Wis. Stat. 100.30 prohibits merchants from selling products below cost, including fixed base operators.)

From 1957 to 2002, Basler had been the principal provider of aviation fuel for Wittman Regional Airport, with the exception of brief appearances by several other fuel retailers in the 1980s and 1990s, until May 29, 2002, when Orion Flight Services, Inc., also began selling fuel. Orion provides full-service fuel sales, while Basler offers both full-service and self-service fuel sales. □

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**Raymond J Rought, Director**

**Dan McDowell, Editor**

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## Spring Renewal, Summer Fun: A Total Package

by Ray Rought, Director

MNDOT Office of Aeronautics

Each spring we look forward to the renewal of life, whether vegetation or simply the return of song birds. It is a joyous time of the year and a time when the lengthening days and increasing warmth allows us to shed the bulky coats and have a little more time and freedom of movement to have fun.

With summer knocking at the door, our excitement is growing. Soon long, lazy, hot days will drive us to go flying and enjoy the clean, cool air above the sweltering ground. These same hot, lazy days can also be a good excuse for an impromptu hangar gathering of friends and family just to sit in the shade and enjoy the open spaces and gentle breezes at the airport.



Ray Rought

While these are certainly good reasons to be involved in aviation, we must also remember to be thorough and responsible in everything we do in and for aviation. For instance, we must make sure we have a current medical certificate and we must be fully aware of any physical and mental conditions that could impair safety in the air. Yes, I said mental conditions. If you are stressed to a high level for any reason, the cockpit is not where you should be.

Flying requires focus, concentration, and clear thinking. Stress from outside of aviation can impair your thinking and judgment without you realizing it until it may be too late to correct a mistake. Your mental health is as important as your physical

health, especially if you plan to fly. Clear thinking is very important any time you are around an airplane. Clear thinking is a *must* any time you plan to fly a plane.

The point is, your health, just like your airplane, is a total package. Just because you have the medical certificate, doesn't mean you don't have a responsibility to make sure you stay in good condition from head to toe, and recognize outside influences that could affect your time in the air. You wouldn't takeoff in a plane that you thought might have problems, would you?

My hope is that every pilot and every aircraft owner will take advantage of the beautiful Minnesota skies this spring and summer, and spread the excitement about aviation to every corner of the state. But please, keep aviation safe. Make sure the total package is ready before you take to the air.

Enjoy the freedom of flight and share it with those who have not had the experience of flying. □

## The Expectation Paradox

by Daniel McDowell

### The Issues

"Airports are one of our nation's most valuable transportation commodities, and yet week after week, month after month, year after year, airports are being closed or significantly restricted. Why? Because, the real value of airports just isn't being made known to those beyond the airport boundary. Fallacies and misinformation are

being disseminated, and rarely does the true importance of an airport gets conveyed to the non-flying community and to elected decision-makers. As pilots, we know the value of an airport, but if we do not convince the citizens and local elected officials, our airports may come under attack."

This was an excerpt taken directly from the Aircraft Owners and Pilots Association (AOPA): The Guide To Obtaining Community Support For Your Local Airport <http://www.aopa.org/asn/apsupidx.html> )

This previous paragraph is an all-too-common theme in national and global aviation publications across the nation and around the world. Nearly every month some aviation publication runs stories about the loss of airports, and its potential effect on General Aviation (GA). Sadly, aviation as a whole, (but GA in particular), is being literally squeezed out of existence in many cities across the nation.

There are efforts underway to stem the losses. Organizations like AOPA and the National Business Aviation

Association (NBAA) are doing tremendous work to accurately represent the needs of GA at the highest levels of government. These organizations are able to frequently convince U.S. representatives to listen. Those representatives then ask state representatives what they are hearing from their constituents. When state representatives reply, "nothing," that is often what the U.S. representatives have to base their decisions on for aviation.

With this author, that raises the question, why are federal, state and local leaders hearing little or nothing from aviators about aviation? Where are the letters, the emails, the phone calls, and the voices supporting GA or aviation in general? Why will so many people sit and wait until it is possibly too late to save their airport from encroachment, development, or possible closure?

The previous question caused this author to go out and seek answers from aviators in two states. The same questions were asked of each person. A total of 16 pilots were questioned. This is admittedly very unscientific. Some representative questions asked were as follows:

Are you a pilot or an aviation enthusiast?

Do you own an airplane or a business located at an airport? Who is responsible for protecting your airport from potential closure because of land development?

Who is your state aeronautics commissioner or director? What have you done to support and/or protect your airport?

The answers received were honest and eye opening. Of the 16 pilots questioned, 11 are current aircraft owners and keep their aircraft at their community airport.

None of the 16 owned an airport-based business, although one person said he had invested money in an on-airport business.

As to who is responsible for protecting the airport from closure, nine people (all aircraft owners) said the

airport manager, or the city official in charge of managing the airport. When asked who their state aviation commissioner or director is, 13 knew the correct answer.

When asked what they have done to support and/or protect their airport, only two had contacted their local city officials, and one of the two had actually contacted his state's aviation director or commissioner.

The final question was, why haven't you/or why don't you contact local, state and federal officials to inform them of the importance of aviation in your community? The answer from 14 of 16 pilots was (author's paraphrase), "...somebody is probably doing that, so there is no need for my input." One individual stated emphatically, "They don't care about us, so I won't waste my time." Another individual said flatly, "It doesn't matter. Like some friends of mine, I don't expect anything will ever change and if it does, I don't expect there is much I can do about it anyway."

## The Obstacles

The most striking point to come out of these conversations is the level of disappointment and general negativity that seems to be pervasive among this sample of people. The people surveyed expected things to worsen, or at best, stay as they are. They also felt they could do nothing to affect any real change. They expressed (often strong) disappointment with elected officials from the highest federal representatives to the lowest local representatives.

It is very important to understand what disappointment is, and what effect it has on a person.

Disappointment is the result of the frustrations of a person's expectancy. When left unattended, disappointment becomes a part of a growing "bubble" of negative expectation. The result is that the individual now looks for (expects) a non-positive outcome to a given situation.

The force of disappointment will drive a person to a point of complacency, stagnation, or bitterness. The resulting negative expectation can be devastating to that individual and to those closely allied with that individual. This is where we find the *expectation paradox*. Having learned through experiences that negative outcomes can occur, many individuals (often incorrectly) assume that when a similar event or situation occurs, the result will again be negative.

Clearly, the lessons of the past have to be remembered so that mistakes of the past are not repeated in the future. Just thinking and/or talking about issues, is a beginning. But it is not enough. Bear in mind that a plane cannot be taxied to the end of the runway if it is still tied down to the ramp.

## The Tools

To begin a path of success in supporting the community airport, each person involved must be well informed. A good place to start is by meeting with the airport manager. Find out what can be done to help your airport. Find out what the manager needs in the form of support from you, the city, and the government. Know what the airport masterplan is about and holds for the future. Thoroughly educate yourself on the issues. Read this publication thoroughly. There are often issue-based articles and information that can be very useful to you as you enlighten your electorate.

Check the Internet and search for "aviation news." Dozens of sites will be shown. If you choose not to print out articles or information, take detailed notes.

Be familiar with both sides of issues wherever possible so that you can be fully prepared to answer questions preemptively or directly. Be positive. Avoid being argumentative and negative. Do not use unexplained jargon.

Work with others in aviation to



meet regularly with local and state leaders. Before you meet with them, write down your issues and important points to be made so you will not get side-tracked or forget to raise those important issues.

Always, be on time. Be respectful of their time. Be sure you are fully prepared. Dress in appropriate business attire when meeting with city, state, and federal appointed and elected leaders.

Write to your state and federal representatives. You can find their contact information by going to: <http://www.firstgov.gov/Contact/Elected.shtml>.

Inform them about the importance of aviation to your business, your community, and the nation. Educate them about the needs of aviation and the ways aviation serves everyone, including those who do not fly. Reinforce the facts about how much aviation gives to communities around the state and nation. Let them know about the critical importance of protecting the state's public airports.

Be willing to be a helpful aviation resource to your elected officials. There are few people better able to express the greatness of aviation and how much it brings to the community than those who are involved in aviation. That includes pilots, aircraft owners, mechanics, fixed base opera-

tors, aviation teachers, flight instructors, and aviation enthusiasts.

If you truly value your airport and all it brings to your community, or if you have concerns about the insidious encroachment of development around your airport, (which does affect safety), then work with your airport manager and city leaders. Write to your state and federal legislators and representatives.

Do not sit and wait expecting others to do what you could be doing. If they think the same way, then nothing will be done! In the words of Helen Keller, "The world is moved along, not only by the mighty shoves of its heroes, but also by the aggregate of the tiny pushes of each honest worker."

Do you need more motivation to take action? Read the following paragraphs taken directly from posted AOPA documents: "There are more than 19,000 airports and heliports in the 50 United States. Airlines serve 550 of these airports. That is approximately 3% of the total. GA has direct access to 5,200 public-use airports or approximately 27% of the total! Yet there is a slow, but steady progression of loss as airports across the nation disappear or become so restricted that growth is nearly impossible, or safety is severely compromised."

In another statement taken from

the AOPA website it says, "Sadly, too many local community airports in America have been turned into housing developments or strip malls and are lost forever. As a result, many short-sighted communities have lost their airports and will never be able to participate in the coming generation of fast, safe, and quiet private jet, air taxi services. Protect your local airport from being closed or sold to developers — it's there to serve you and your community." (AOPA: Future of GA — [http://www.gaservingamerica.org/future\\_of\\_GA\\_taxi.htm](http://www.gaservingamerica.org/future_of_GA_taxi.htm))

Denis Waitley, author of *Psychology of Winning and Seeds of Greatness* said, "There are two primary choices in life: to accept conditions as they exist, or accept the responsibility for changing them." By moving forward to demonstrate the value and importance of your airport, and by taking the appropriate action to make your voice heard, you will help to secure the future of your airport and avoid falling victim to the expectation paradox. But the choice, and the challenge, are yours!

*The reference to AOPA in this article does not imply endorsement or sponsorship by the State of Minnesota, Office of Aeronautics, or this publication. It is referenced herein solely for informational purposes, and recommended as one source of additional information.* □

## FLIGHT TRAINING

WAUSAU, WIS. — The National Association of Flight Instructors (NAFI) has announced a significant aviation accomplishment on the part of John Chmiel, the manager of Wausau Flying Service, Wausau, Wis. Recently, Chmiel's designation as a Master CFI (Certificated Flight Instructor) was renewed by NAFI, his professional aviation education organization.

Master CFI John Chmiel of Wausau Flying Service, Wausau, Wis. (right), with one of his taildragger students, Chuck Fallos (left), and Chmiel's 1965 115 hp 7ECA Citabria.

## Master CFI John Chmiel – Wausau Flying Service



In addition to being a Master CFI and manager of Wausau Flying Service, Chmiel also serves as manager of Wausau Downtown Airport (AUW) and is an Aviation Safety Counselor for the FAA FSDO in Milwaukee.

To help put this achievement in its proper perspective, there are approximately 87,000 CFIs in the United States. Fewer than 500 of them have met the qualification of Master CFI. The last 11 National Flight Instructors of the Year were Master CFIs, while Chmiel is one of only eight (8) Wisconsin aviation educators to earn this prestigious "Master" title.

The Master Certified Flight Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master CFI designation is a means by which to identify those outstanding aviation educators, those "teachers of flight," who have demonstrated an ongoing commitment

to excellence, professional growth, and service to the aviation community.

Earning this accreditation is tantamount to having the words "summa cum laude" emblazoned on an instructor's certificate. These masters truly represent the crème de la crème of the industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which John Chmiel will be invited, during EAA AirVenture in Oshkosh, Wis.

NAFI is dedicated to providing support and recognition for America's aviation educators, while helping them raise and maintain their level of professionalism. The organization is also committed to providing a safe and effective learning environment for student pilots. NAFI was founded in 1967 and affiliated with EAA in 1995.

In addition to Chmiel's affiliation with NAFI, Wausau Flying Service is a member of the Wisconsin Aviation Trades Association.

For additional information about either John Chmiel or Wausau Flying Service call 715-845-3400, or visit their website at [www.FlyWausau.com](http://www.FlyWausau.com). □

#### DIAMANDIS & STEGER FROM PAGE 21

world today. He is a visionary who, after being inspired by Charles A. Lindbergh's quest for the \$25,000 Orteig Prize, set out to establish the X PRIZE, which would change the current paradigm of space travel by providing an incentive for individuals and companies to make the goal of "private" space travel competitive, rather than solely for government. The ANSARI X PRIZE was a \$10 million private space flight competition that changed the way the world thinks about space.

Will Steger, who made the first confirmed unsupported trip to the North Pole with a team of eight people and 50 sled dogs in 1986, was recognized not only for his numerous polar expeditions, but also for his deep understanding of the environment and his efforts to raise awareness of current environmental threats, especially climate change. Steger has been an eyewitness to the ongoing catastrophic consequences of global warming. In 2007, utilizing the latest in web and communications technologies, students, educators and individuals can travel along with Steger as he embarks upon his next expedition entitled, "To the Ends of the Earth."

Recently, Steger formed the Will Steger Foundation, with a personal and professional commitment to foster leadership and cooperation in environmental education and policy. He has been face-to-face with what we now know to be the gravest environmental threat of our time – global warming. Thus the foundation's first initiative, Global Warming 101, will engage and empower individuals and policy-makers to translate their concern into action on this critical issue. □

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## MINNESOTA AVIATION TRADES ASSOCIATION

### Minnesota State University-Mankato & Mankato Aviation... Committed To Students, Faculty & The Community

by Dave Weiman

MANKATO, MINN. – Minnesota State University (MSU), Mankato, has had a long tradition of excellence in aviation education, as well as many other fields of study. Aviation students have fared well in academics, flight competitions, and in job placement.

MSU established its flight-training program in 1968, and offers a Bachelor of Science



Degree in Business Administration with a concentration in Aviation Management. Career opportunities include becoming a professional pilot for either the airlines or corporate aviation, airport management, airline management, general aviation operations, aviation marketing, air traffic control, and aeronautics administration at both the state and federal levels.

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Approximately 60 percent of MSU graduates become professional pilots, and many of the remaining 40 percent go into other aviation professions.

There is a feeling of pride when receiving an aviation degree from this moderate-sized campus of 14,000 students, and tuition is more affordable than at some of the larger campuses that offer professional flight training.

Rather than try and run its own flight school, Minnesota State University contracts with Mankato Aviation, Inc. at Mankato Regional Airport (MKT) to provide a comprehensive flight training program, which complements MSU's aviation curriculum on campus.

This partnership between a state university and a private flight training company is not uncommon among universities with aviation programs, and allows MSU to focus on academics, rather than on the details associated with running a flight operation.

Another reason flight training is left to private enterprise is that this



allows for greater program flexibility in equipment and staffing.

For instance, had MSU decided instead to own its own fleet of aircraft, and there was a need to add or replace an aircraft, the university would have to go through a budget approval process, which would take more than a year. This would be precious time lost and a disservice to students. It simply works better this way



for the university.

Mankato Aviation operates a fleet of 10 single-engine aircraft, two (2) multi-engine aircraft, and four (4) flight simulators. An advanced flight simulation lab, consisting of four (4) Frasca simulators (models 142 & 242), complements classroom instruction and flight training.

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education excellence at MSU, and has a qualified staff to uphold this reputation.

Alexander Haak, an MSU graduate himself, has been director of flight operations at Mankato Aviation since 2003. Before that, he was a flight instructor from 1999-2003. Haak is now married, has two children, and the Mankato area is his home!

In addition to Haak, Mankato Aviation has a staff of 12 instructors – all of who are certified flight instructors (CFIs), certified flight instrument instructors (CFIIs), and multi-engine instructors (MEIs).

Mankato Aviation offers what they refer to as “multi-engine intensive training,” where students fly a twin-engine aircraft before completing their instrument rating. The fact is, most graduates who become professional pilots will be flying multi-engine aircraft, so Mankato Aviation wants them to get both the education and the experience (flight time) they need for the real world!



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For more information  
refer to the MATA website at  
**www.mnataonline.net**

or contact Christa Restad  
at [rogeraviation@att.net](mailto:rogeraviation@att.net)

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With global positioning satellite (GPS) navigation becoming the industry standard, Mankato Aviation has a training course available on GPS technology, using a Garmin 430-equipped flight simulator with “wrap-around” visuals. This course is available to the general public. Also available to both MSU students and the general public are “turbine” aircraft training courses in a turbine flight simulator.

When students complete their time at Mankato Aviation, they leave with 200-400 hours of multi-engine time and 1,000 hours in all. “It’s this experience that makes MSU graduates employable,” says Haak.

Future employment in aviation looks bright. The regional airlines and corporations are hiring, the Federal Aviation Administration is hiring, and the air traffic control system and flight service stations are being modernized. The school is also getting excited about the potential of the Very Light Jets (VLJs) soon to roll off the assembly line, and the thousands of pilot positions the new VLJ charter companies will create for its graduates.

Mankato Aviation is committed to helping MSU graduates find jobs, and the company’s contacts in the industry have helped.

Mankato Aviation President Nancy Grazzini-Olson owns Thunderbird Aviation, Inc. at Flying Cloud Airport, Eden Prairie, Minn.; Academy Flight Operations at Minneapolis-Crystal Airport, Crystal, Minn.; and she is president of Academy College of Aviation in Bloomington, Minn. In addition, she is past president of the Minnesota Aviation Trades

Association (MATA), served on that organization’s board of directors for more than a decade, and is currently on the board of directors of the Minnesota Aviation Hall of Fame. She is very active in the National Air Transportation Association (NATA), served on its board of directors and was treasurer, and is a member of the elite “20 Group” of flight center owners and operators, which meets regularly to share ideas and resources.

When it comes to promoting aviation in Minnesota, Olson leads the way. Two years ago she was instrumental in bringing back the popular aviation program, the “World of Aviation” on AM 830, WCCO radio, which she has used to promote MSU’s aviation program and flight training in Mankato.

The MSU aviation faculty are located on the MSU campus and teach the “academic” portion of the university’s program independently from the Mankato Aviation training staff. They are experienced in various aspects of the aviation industry, ranging from engineering, sales, commercial airline flying, and airport management, and also bring with them their contacts within the industry, which helps in placing students after graduation.

For additional information on the flight program at Minnesota State University, Mankato, or other programs offered by Mankato Aviation, contact Alexander Haak at 507-625-2511, or email: [ahaak@mankatoaviation.com](mailto:ahaak@mankatoaviation.com). Also refer to Mankato Aviation’s website at [www.mankatoaviation.com](http://www.mankatoaviation.com).

Scholarships and student loans are available to cover both academic instruction and flight training. □

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## **MATA Seeks Applicants For \$1,500 Learn-To-Fly Scholarship**

EDEN PRAIRIE, MINN. – The Minnesota Aviation Trades Association (MATA) is offering a \$1,500 scholarship to any Minnesota resident 16 years of age or older to learn how to fly. Applicants must write a one-page, typed double-spaced essay entitled “Why I Want To Learn How To Fly,” and include a

brief introductory cover letter with their name, address, phone number, email address, and personal background information.

Flight training must be provided by an MATA-member flight school of the winner’s choice. MATA member flight schools are located throughout the state of Minnesota.

The scholarship will be presented at the MATA Conference held at the Mermaid Entertainment & Event

Center in Mounds View, Minn., September 21-22, 2006. The essay will be published in “Minnesota Aviation Industry News” in *MIDWEST FLYER MAGAZINE*.

Essays and cover letters should be mailed to MATA, c/o Airways Aviation Center, Attn: Butch Detjen, 2002 Airport Rd., Grand Rapids, MN 55744, or fax to: 218-326-6650. The deadline for applications is August 1. □

## **MATA To Recognize Significant Contributions To Aviation By A Government Official**

EDEN PRAIRIE, MINN. – The Minnesota Aviation Trades Association (MATA) wishes to recognize a government official for significant contributions to aviation at its

fall convention, and is currently accepting nominations.

Nominations should include a letter describing contributions made, and either mailed to Greg Reigel, Secretary, MATA, c/o Reigel & Associates, Ltd., 921 Main Street, Hopkins MN 55343; or emailed to greigel@aerolegalservices.com.

Anyone involved in aviation may submit a nomination. Applications are due August 1.

MATA represents the interests of aviation and airport-based businesses throughout Minnesota. Membership information is available online at [www.mnataonline.net](http://www.mnataonline.net), or by calling Christa Restad at 952-943-2835. □

## **EDUCATION**

### **Wisconsin Students Go Out-of-State For 4-Year Aviation Degree**

**I**s it time for Wisconsin to join neighboring states in preparing future aviation professionals with a four-year Bachelor of Science aviation degree? The following list of regional locations for the Bachelor of Science aviation degree is enlightening: Minnesota

has four with one each in Michigan, Iowa, and South Dakota; two are located in Indiana, two in North Dakota, and three in Illinois. Each of these states also has one and two-year degree programs in areas other than aviation maintenance training.

Southern Wisconsin is home to four aviation maintenance two-year programs (Minnesota has three). Currently there are no opportunities for students to complete an aviation-related four-year bachelor’s degree in Wisconsin. The Bachelor of Liberal Studies Organizational Administration at UW-Oshkosh is a 2 + 2 program with Fox Valley Technical College, but does not offer advanced upper

*by Dr. Patrick Mattson  
CTO, C.M.*



division aviation-specific courses.

The demand exists for a four-year bachelor’s aviation program in Wisconsin. About one-third of the 300 St. Cloud State University (SCSU) aviation students are Wisconsin residents, a number which has

remained steady for about the past five years. Over the past 20 years, almost every SCSU prospective and enrolled aviation student from Wisconsin has told me the same thing: Had there been a four-year aviation degree program in Wisconsin, they would have studied in Wisconsin. The SCSU Aviation Department received over 400 inquiries from Wisconsin residents (June 2000 to March 2006), and from January 1997 to present, the St. Cloud State Admissions Office had 435 Wisconsin requests for aviation degree information. It is likely that there are duplicate names in the data bases, but this indicates a significant

demand for a four-year aviation-related bachelor’s degree in Wisconsin. It is probable that the demand is even higher when one counts the number of Wisconsin students that go to the University of North Dakota (UND) every year.

The FAA plans to hire up to 12,500 new air traffic controllers over the next 10 years; the demand for certified flight instructors and regional airline pilots remains robust; and the airport operations and management field entry level hiring is the strongest I have seen in the last 10 years. Even though the aviation industry news appears grim at times, retirement of the current workforce is fueling this demand for new collegiate trained persons.

The proposed degree model for Wisconsin capitalizes on the excellent flight training provided at the FBOs (ideally FAR Part 141 training, but could work with Part 61), and should not involve the schools (colleges/universities) owning/operating any aircraft or hiring flight instructors. This model has been used at St. Cloud State for many years and is in place at other two and four-year schools nationwide.

**CONTINUED ON PAGE 52**





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## WRAPUPS

### SPORT JET FROM PAGE 29

Excel-Jet's new Sport-Jet is a single engine cabin class 4-place personal jet aircraft aimed at the general aviation pilot. Sport-Jet has been designed for single-person operation by a pilot trained in piston-powered airplanes.

Sport-Jet will sell for about \$1 million, cruise at 340 knots at 25,000 feet (above 95% of all weather), and can carry four persons for more than 900 nautical miles in a surprisingly roomy cabin. More information is available at Sport-Jet.com. □

### 4-YEAR AV DEGREE FROM PAGE 49

The central part of Wisconsin (close to the Hwy. 29 corridor) is a preferred location for a variety of reasons:

- Cost of living for students is low.
- Excellent educational opportunities.
- Prospect for students to acquire practical experience in every aspect of aviation.
- Little congestion at area FBOs and airports that offer flight training.
- Proximity to Minneapolis-St. Paul – a good source for additional students.

It will take a coordinated effort with support from the airlines, airports, FBOs, and aviation-related

businesses. A commitment from the UW educational system, state government, and Wisconsin DOT Bureau of Aeronautics will ensure the message gets out to prospective students that they now would have a "home-state" option.

While one needs to conduct the appropriate cost-benefit analysis, the following data can be a starting point for financial discussions. In 2005-06, tuition and fees generated for an average University of Wisconsin school would have been over \$490,125 or a Technical College \$355,500 (assumes 125 Wisconsin resident aviation students). This does not include the money that the student would spend flight training at the FBO.

Please feel free to email your thoughts and ideas to me at pat\_5117@yahoo.com, and please share my comments with those who you think would be interested in this exciting venture. I would like as much input as possible.

*EDITOR'S NOTE: Dr. Patrick Mattson retired May 15 from St. Cloud State University, Minn., where he was professor of aviation for the past 18 years, and also completed a four-year term as department chairperson. Dr. Mattson developed and taught Air Traffic Control, Aviation Careers, Aviation Issues, Aviation Management, Airport Management, Airline Management, Aviation*

*Research Methods, and Air Transportation classes. Dr. Mattson was certified for 11 years as a radar approach, VFR tower controller, and precision approach radar specialist in a variety of complex air traffic control (ATC) environments. He has conducted research for the U.S. Air Force, NASA and the FAA. He is the author of "Air Traffic Control Career Prep," and has researched and published extensively on aviation issues, air traffic control, and airport operations.*

*After high school graduation, Dr. Mattson joined the U.S. Air Force and upon completing basic training, reported to Mississippi (right after hurricane Camille) for air traffic controller training. He subsequently served on worldwide duty from 1969-1975 and 1982-1986 to include two one-year tours in Southeast Asia during the Vietnam conflict. He recently completed 20 years with the USAF Reserve.*

*Dr. Mattson is a member of the Air Traffic Control Association, American Association of Airport Executives (AAAE), Alpha Eta Rho International Aviation Fraternity (coeducational), and the University Aviation Association. His academic degrees include: Doctorate of Education, Higher Education Leadership, MS Administration, BS Management, AAS Air Traffic Control, and AS Marketing. His professional certifications include FAA pilot ground school instructor, AAAE Certified Member (CM), and FAA Control Tower Operator Certificate (CTO).* □

## INDUSTRY NEWS

### Jet Aviation Expands Maintenance Service At Chicago Midway

CHICAGO, ILL. – Jet Aviation Chicago has teamed with Duncan Avionics and Atlantic Aviation to expand maintenance services at Chicago Midway Airport. Jet Aviation now offers professional maintenance services at Atlantic Aviation's Midway facility,



including line maintenance capabilities, light inspections, installations and aircraft-on-ground (AOG) services. The new on-site support program allows Jet Aviation to respond immediately to customer's maintenance needs in the region.

Jet Aviation has maintained an aircraft and management presence in Chicago since the mid-80s. The maintenance expansion allows Jet Aviation to support its valued clientele in the region.

Jet Aviation was founded in Switzerland in 1967 and is a leading business aviation services company today. More than 3,500 personnel are employed in over 60 facilities and stations worldwide. The company provides maintenance, completions and engineering services, fixed base operations, along with aircraft sales, charter services, and management on a global basis. Jet Aviation's U.S. partner, New World Jet Corporation, and Jet Aviation Europe's aircraft management and charter divisions, jointly operate a fleet of more than 160 aircraft, and provided close to 60,000 hours in global flight operations in 2004. □

## Looking for an Aviation Marketing Firm?

Turn to the ICAS Award Winning Voila! Media Group.

The International Council on Air Shows (ICAS) - the industry authority on air shows recently held an awards ceremony at their annual conference in Orlando, Florida.

Voila! Media Group received four different awards for marketing materials they produced for promoting the 2005 Wings of Freedom Air Show held at the Red Wing Regional Airport in Bay City, Wisconsin.

Placing first for web site design, second place for the air show program guide and the sponsor kit, and third place for a T.V. commercial.

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## Harley Davidson Executive Takes Delivery of Piper Meridian



VERO BEACH, FLA. –Ron Hutchinson (center), an executive with Harley Davidson Motorcycles and Milwaukee area resident, took recent possession of a new 2006 Piper Meridian turboprop earlier this spring at the New Piper factory in Vero Beach, Florida. Hutchinson plans to use the fast, versatile airplane for both business and pleasure. Also on hand was Jack Peter (left), sales representative at Des Moines Flying Service, the company which sold Hutchinson the plane, and Kevin Gould (right), Vice President of The New Piper Aircraft.

Des Moines Flying Service and Chicago Piper are the authorized New Piper dealers for the Upper Midwest with locations in Des Moines, Iowa; Aurora, Illinois; and Fremont, Nebraska. For more information, contact John Lowe at 515-256-5300.

## New Passenger Terminal At Business Aviation Services



SIOUX FALLS, S.D. – A 15,000 sq. ft. executive passenger terminal at on Business Aviation Services Joe Foss Field (FSD) is nearing completion. When completed in June 2006, the new general aviation facility will include a bright and spacious passenger terminal, a comfortable pilot lounge, state-of-the-art flight planning and conference rooms, second floor office space, and a cafe. Combined with the 28,800 square foot heated aircraft hangar which is already open for use, the new facilities will add 43,250 square feet to the Business Aviation Services complex.

Business Aviation Services is a 46-year-old locally owned company, employing 200 people in the Sioux Falls, Fargo, and Rapid City areas. It is a 24-hour, full-service fixed base operation providing services for more than 300 departures and landings per day. In addition, the firm offers flight training at Business Aviation School of Aeronautics. For additional information call 1-800-888-1646 or visit [www.busav.com](http://www.busav.com).



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## The Final Flight of An F-14 Tomcat

BLOOMINGTON, ILL. – It signified the end of an era when F-14 Tomcat B/N 161163 flew to Bloomington-Normal Airport, Bloomington, Ill., on April 13 to be placed on permanent display in the Challenger Learning Center at the Prairie Aviation Museum. The F-14D Tomcat reportedly flew fly-bys and touch-and-goes for the public before it made its final landing.



The Prairie Aviation Museum DC-3 comes nose-to-nose with the F-14 Tomcat.

The F-14 is a supersonic, twin-engine fighter, able to attack enemy aircraft day or night and in any kind of weather. The aircraft was used extensively during Operation Desert Storm in 1991, and was featured in the movie "Top Gun," starring Tom Cruise. F-14s are being retired from duty after serving since the early 1970s. They are being replaced with F/A-18 Super Hornets. The F-14 flown to Bloomington came from NAS Oceana, Norfolk, Va., and will now be displayed in the Prairie Aviation Museum Airpark. □

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## Rare Douglas A-20G "HAVOC" Offered On The Market

ROCKFORD, ILL. – Courtesy Aircraft of Rockford, Ill., has been appointed

exclusive sales agent for the rare Douglas A-20G "Havoc"

(N3WF), the only flyable A-20G currently in the world. Once owned by Paul Mantz, the famous pre-World War II race pilot and movie flying daredevil, and believed to have been flown by Howard Hughes, this is a rare, historical offering.

For details call Mark Clark at (800) 426-8783. □



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