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ON THE COVER: *Future pilot?* We think so. You can tell by the expression on this young man's face that he was enjoying the helicopter ride at Pioneer Airport during EAA AirVenture, Oshkosh, Wis. in 2007. Capture the *spirit of aviation* by attending the 56th annual edition of the EAA fly-in, July 28 – August 3, 2008 (www.AirVenture.org).

Photo by Geoff Sobering

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The Instrument Ticket... An Invaluable Tool To Flying!

by Dave Weiman

Twenty years ago, my friend Field Morey of Morey Airplane Company, Middleton, Wis., encouraged me to get my Instrument Rating, and it was the best thing I've done since acquiring my pilot certificate. My Instrument Rating has allowed me to fly in conditions (*within my personal and aircraft limitations*) that I could not safely fly in otherwise, and has given me confidence to handle unexpected weather conditions. It has also given me the opportunity to experience the beauty of flight atop a solid cloud deck that most VFR pilots do




not get to experience, greater flexibility and economy in selecting flight altitudes with more favorable winds, and has challenged my skills as a pilot. Once you get the rating, you will want to maintain your proficiency, and learn more about techniques, procedures and avionics.

Whether you have your Instrument Rating already, are considering acquiring one in the future, or just interested in learning more about instrument flying to make you a better pilot, you will enjoy a new column we are starting in this issue called "Instrument Flight!"


Field Morey kicks off the column talking about "Procedure Turns," or as he prefers to call them, "Course Reversals." In subsequent issues, Field and other prominent instrument flight instructors will discuss other topics they feel strongly about as educators. See "Instrument Flight" beginning on page 29.

Concerning the increasing cost of fuel, we should meet the issue head-on as an industry and as a country by exploring alternate forms of fuel and new technology, eliminating our use of oil to heat and power our homes and businesses, and encouraging our elected officials to prioritize the issue. Also remember that while we pay about 25% more per gallon for 100LL than we do for unleaded auto fuel, we save time and money traveling by air, and enjoy flying! □



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A Photo Review Of
SUN N FUN 2008
APRIL 8-14
LAKELAND, FLORIDA
by Anthony Garcia
www.sun-n-fun.org



Sun 'n Fun Starts Wet, But Ends With Strong Finish!

MIDWEST FLYER
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LAKELAND, FLA. – An estimated 152,000 people from 73 countries participated in the 34th annual Sun 'n Fun Fly-In, which concluded its six-day event at Lakeland Linder Regional Airport in Lakeland, Florida on Sunday, April 13.

“Unseasonal rains, cool weather and growing concerns over rising fuel prices and a slowing economy all impacted attendance,” said Sun 'n Fun President and Convention Chairman John Burton. “But once the skies cleared and the grounds dried out from more than five inches of rain that fell on Lakeland just prior to opening day, crowds packed the Sun 'n Fun campus to see and learn more about new aircraft, new technology, and several featured aircraft and activities that highlighted this year’s event.” The most visible and popular activity during this year’s Sun 'n Fun were several thrilling performances by the USAF “Thunderbirds” Jet Demonstration Team, which flew a total of three media flights, a practice session on Friday, and full-show performances on Saturday and Sunday.

Other highlights included:

- USAF “Do Something Amazing” Tour, which coincided with the appearance of the Thunderbirds. The large exhibit included a simulator that recreates spatial disorientation; interactive gallery on the men and women of the USAF; a state-of-the-art movie theater;

and an “Air Dominance” video game center with simulated combat, reconnaissance, and cargo-drop missions.

- An AV-8B “Harrier” Jet (aka “Jump Jets”) that performed its unique VSTOL flying characteristics upon arrival and departure.

- An international group of air-to-air refuelers (NATO allies) that enabled Sun 'n Fun guests to tour the inside and gain better insights into the important roles these aircraft play in international defense.

- U.S. Navy F-18 Demo Team that performed during the weekend air shows.

- An impressive display of Commemorative Air Force (CAF) aircraft that included the P-51D Mustang “Red Nose” (the first aircraft in the CAF fleet); an LT-6 “Mosquito;” the Douglas SBD-5 “Dauntless;” and the PT-26 “Cornell,” the world’s only airworthy example of the Curtiss-Wright SB2C “Helldiver,” and several other WWII aircraft.

- Light Sport Aircraft (LSA) Mall that featured 20 aircraft, plus an informational tent hosted by the Light Aircraft Manufacturers Association (LAMA) coordinated by Dan Johnson, and Randee Laskewitz of the LSA Marketing Group.

- Daily air shows featuring premier performers; a Friday night air show that concluded with a spectacular fireworks

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Wisconsin Aviation Conference & Its All-Star Cast!



EAA Founder Paul Poberezny

by Dave Weiman

APPLETON, WIS. – What could be better than to start an aviation conference with an airport barbecue and time with friends and new



(CTR TOP) The Light Sport Aircraft panel with the "Remos" aircraft.

(CTR BOTTOM) Brad Volker of Cooper Engineering was among the exhibitors that supported the conference.

(TOP RIGHT) John Chmiel of Wausau Flying Service.



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(TOP L/R) Peter L. Drahn and James Kerr.
(BOTTOM L/R) Gary Dikkers and Rose Dorcey.



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WISCONSIN CONFERENCE CONTINUED

acquaintances, followed by a jammed packed day featuring aviation great, EAA Founder Paul Poberezny as the luncheon speaker, and one of the hardest-working airport managers, fixed base operators and grassroots flight instructors, Wausau's own, John Chmiel. Officials from the Wisconsin Department of Transportation, Bureau of Aeronautics, Scott Brummond and Mark Pfundheller, and FAA's Great Lakes Regional Administrator Barry Cooper, and Airports Division Manager Jeri Alles, were there lending their expertise to a conference, designed with Wisconsin airport officials and aviation businesses in mind.

Welcoming remarks were presented by the cosponsors for the 53rd annual Wisconsin Aviation Conference: Jeff Gaier, Vice President, Wisconsin Airport Management Association (WAMA); David Mann, President, Wisconsin Business Aviation Association (WBAA); and Jeff Baum, President, Wisconsin Aviation Trades Association (WATA).

Topics included an overview of Wisconsin's aeronautical infrastructure; the new Sport Pilot Certificate and its complementary Light Sport Aircraft (LSA) category; potential solutions to poor radar coverage in the central and northwest part of Wisconsin including the use of Volk Field's upgraded radar, ADS-B, GPS/WAAS, and other space-based initiatives, presented by MSgt Buck Reynolds of Volk Field Air Traffic Control, and Dan Wruck, Airport Manager, La Crosse, Wis. and others; GIS in presenting airport specific information in an easily understood, 3D visual; property insurance for public airports, presented by none other than the Commissioner of Insurance for the State of Wisconsin, Don Bubolz; getting the most from your airport's AviationSentry online system; Cirrus Design and "The Jet" by Cirrus Jet Sales Coordinator and former F-14 Tomcat fighter pilot, Gary Black; runway incursion prevention; practicing "Safe Press" by EAA's Rose Dorcey; general aviation security by

Donnie Stacy of the Transportation Security Administration and Scott Brummond of the Wisconsin DOT Bureau of Aeronautics; and how to handle aircraft accidents and incidents by Mike Mecha and Scott Landsdorf of the FAA Milwaukee Flight Standards District Office.

Of all the sessions, the one, which got my attention the most was "Light Sport Aircraft." If you have been flying lately and paying as much as \$6.53 a gallon for 100LL, you know why this new form of flight has been taking "grassroots" by the recreational pilot.

Featured in the exhibit hall was a "Remos" Light Sport Aircraft, being distributed by Orion Sport Aircraft, LLC of Oshkosh, Wis. Owners Jeff Gentz and Toby Kamark were there answering questions, as was sales representatives Garrett Kamark and Jeff Wanke. Thanks to folding wings, the aircraft could be pushed in and out of the exhibit hall with relative ease. The two-place Remos cruises at 113 kts, stalls at 39 kts with 40 degrees of flaps and 42 kts with 0 flaps; takes off in 330 feet, and lands in only 590 feet; weighs in empty at 625 lbs and loaded, 1320 lbs. For additional information, contact Orion at 920-424-8090 (www.orionsportaircraft.com).

The Sport Pilot/Light Sport Aircraft breakout sessions were jammed back with fixed base operators and flight schools considering buying aircraft and setting up flight instruction curriculums. Moderating the sessions was Midwest Flyer Magazine SP-LSA Associate Editor, Ed Leineweber. Participating on the panel were Brit Solverson, Solverson Aircraft, Reedsburg, Wis.; Jeff Wanke, Orion Sport Aircraft, LLC, Oshkosh, Wis.; and Keith Hartlaub, Savage Aircraft, Manitowoc, Wis.

While some vintage aircraft such as the 1940s Ercoupe qualify as a LSA and can be used for Sport Pilot flight training, most of the new LSAs cost more than \$100,000, so for an entry aircraft for the cost-conscious/new entry buyer, they could be cost-prohibitive. Operators trying to make the

numbers work are frustrated that the popular/readily available, durable, and affordable Cessna 150/152 does not qualify as a Light Sport Aircraft due to the weight limitations of the category.

The closing banquet featured one of Wisconsin's own aviation business people, John Chmiel, President of Wausau Flying Service and Manager of Wausau Downtown Airport, Wausau, Wis. Chmiel's presentation was entertaining, but also got down to business, highlighting how he has marketed his services as a flight school and aircraft rental facility as an "adventure," not as a traditional fixed base operation. For additional information, contact John Chmiel at 715-845-3400 (www.flywau-sau.com).

Awards presented included the WAMA Blue Light Award for journalism excellence (Gary Dikkers of the Wisconsin Bureau of Aeronautics); WAMA Distinguished Service Award (Helena Ziegler, Mead & Hunt); WATA Wisconsin Aviation Business of the Year Award (Helicopter Specialties, Janesville, Wis.); WAMA Lifetime Service Award (Peter L. Drahn, Executive Director, WAMA); WAMA Aviation Person of the Year Award (James Kerr, Project Manager, Dept. of Homeland Security, General Aviation Security Project, Waukesha County Technical College); and WAMA Engineer of the Year Award (Lisa Kinsman, PE, Mead & Hunt).

The 2009 Wisconsin Aviation Conference will be held May 4-6 at the Ramada Convention Center, Eau Claire, Wis. For additional information see www.wiama.org/conference.htm or call Jeff Gaier at 715-387-2211.

Mark Your Calendar

**Wisconsin Aviation Conference
May 4-6, 2009
Ramada Convention Center
Eau Claire, Wisconsin**

WISCONSIN CONFERENCE CONTINUED

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User Fees, NextGen, Sun Country, Relievers & Northwest, Topics At Minnesota Airports Conference

BLOOMINGTON, MINN. – The “user fee issue” is not dead, but AOPA President Phil Boyer told a group of pilots, and another group of airport managers, that his organization and others are working hard to bury it!

Boyer first spoke at an AOPA Pilot Town Meeting at the Marriott Mall of America in Bloomington, Minn., April 23, and then again next door, April 24, at the Ramada Mall of America/Thunderbird Convention Center.

“Fairness is a big issue,” said Boyer. “The airlines say GA is not paying its fair share. What they are not saying is that they want a tax break for their passengers.”

Boyer praised Minnesota Congressman James Oberstar, Chairman of the House Aviation Subcommittee, who has long fought for general aviation



(L/R) Barry Cooper, FAA Great Lakes Region Administrator; Marshall Froyd, Bemidji, MN Airport (BJI) Commission Chairperson; Ron Otterstad, Beltrami County Airport Commissioner; Jack Frost, Beltrami County Airport Commissioner; Harold Vanleeuwen, Bemidji, MN Airport Manager; and Gary Workman, Director, MNDOT Office of Aeronautics.



(TOP RIGHT L/R) Jeff Hamiel, Executive Director of the Metropolitan Airports Commission (MAC) for the Twin Cities metro area received the “James L. Oberstar Award” for his work in airport development. (L/R) Harold Vanleeuwen, Airport Manager, Bemidji, Minn., and newly elected Chairperson of the Minnesota Council of Airports (MCOA), sponsors of the award; Jeff Hamiel of MAC, award recipient; Joe Harris, Secretary/Treasurer of MCOA and Manager at Anoka County-Blaine Airport and Flying Cloud Airport in the Twin Cities; and Gary Schmidt, Manager of Reliever Airports, Metropolitan Airports Commission.



(BOTTOM L/R) Barry Cooper, FAA Great Lakes Region Administrator; Phil Boyer, President, Aircraft Owners & Pilots Association (AOPA); and Bill Blake, Representative, AOPA Great Lakes Region.

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(L/R) Minnesota Council of Airports award recipients: Ron Roetzel, P.E., Bolten & Menk, Inc.; Kevin Baker, Mankato, MN Airport Manager; Duane Aden, Marshall, MN; Dave Danielson, Hibbing, MN, Retiring Airport Manager; Duane Wething, Detroit Lakes, MN Airport Commission Chair; and Dave Konshok, Park Rapids, MN Airport Commissioner.

and refuses to give in to the White House on the user fee issue.

The airlines spent \$32.2 million on lobbying in 2007, which included a media blitz in the Washington, D.C. area, portraying general aviation as a bunch of rich cats, sipping on champagne on corporate jets at the expense of airline passengers and taxpayers (see www.smartskies.org). Boyer

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MN AIRPORTS CONFERENCE

noted that only 4% of the traffic at major airports is attributable to general aviation, and the airlines have already gotten \$38 billion in bailouts since 9-11.

Boyer explained that the FAA is in a "holding pattern" waiting for funding. At press time, the House and Senate have reached a compromise, but the White House has threatened to veto any legislation if user fees are not included. For additional information, refer to www.aviationacrossamerica.com.

AOPA Great Lakes Regional Representative Bill Blake discussed the proposed Minnesota legislation that would prevent insurance companies from denying a claim, even if the policyholder lied on an application. AOPA was successful in reaching a compromise draft of the legislation, which prevents insurance companies from denying coverage, unless an accident is the direct result of an error or omission on the application. The original legislation was a result of a major accident in Minnesota, which severely injured two children and left their parents dead. The insurance company tried to deny the claim based on false information on the application. Had the original legislation passed, no insurance company would write a policy in Minnesota for fear of exposing underwriters to unreasonable liability.

The president of Petters Aviation and the CEO of Sun Country Airlines, Jay Salmen, described how his companies plan to stay and grow in Minnesota as the low-cost carrier in the Twin Cities. (Petters also owns Fingerhut Corporation in Minnesota.)

Sun Country Airlines believes in

staying with the Boeing 737, but may add to its fleet of model 800s with some smaller models to pick up some business traffic, such as the model 700, or even 500 and 600 models. Depending on circumstances and the market, Sun Country might consider changing out its entire fleet, and going with Airbuses.

"Sun Country is ready to fill the void when Northwest Airlines and others change their capacity," said Salmen.

Sun Country Airlines is building a "finishing center" for large aircraft and are looking for engineers and installation craftsmen.

Kirk Shaffer, the political appointee at the Federal Aviation Administration in charge of airports, was the luncheon speaker. A lawyer, general aviation pilot, and a former U.S. Army Airborne Ranger and Eagle Boy Scout, he opened his presentation by promising attendees that there would not be a question he would not answer, but was without words when asked if he supported "user fees," when he eluded to user fees being a source of continuous funding for the FAA. Shaffer is an AOPA member, and found this question difficult to respond to.

Shaffer emphasized the relationship between the FAA and airports, noting that airport managers are his "customers," but that "safety is first and foremost."

"This means that we are partners," said Shaffer. "I don't want my inspectors writing tickets just because they can. You deliver your part, and we will deliver our part."

Shaffer noted that 46 percent of all runway incursions in 2007 were due to

pilot deviations, 38 percent were due to "operational errors," or caused by controllers, and 15 percent were caused by pedestrian vehicles, down from 17 percent from 2006, and down 67 percent over the last 3 years. Eighty-two (82) percent of all incursions involve at least one general aviation aircraft, and the bulk of all incursions occur at small and medium-size airports.

Jeff Hamiel, Executive Director of the Metropolitan Airports Commission (MAC), spoke on April 25. He noted that since 2001, MAC's six reliever airports went from 36 million operations to 31 million, but traffic has now leveled off. He also noted that every legacy airline carrier has gone through bankruptcy at least once, except for American Airlines.

Hamiel commented on the new flood control wall at St. Paul Downtown Airport, which is expected to be done this summer, as well as the landscaping which is "esthetically pleasing" to accommodate environmentalists who objected to the flood wall and airport.

At Anoka County-Blaine Airport, Rwy 9/27 has been expanded from 4,000 to 5,000 feet, and the new northwest building area will soon have a new fixed base operator. Keystone Aviation out of Connecticut plans to build a \$15 million/65,000 sq. ft. facility.

At Flying Cloud Airport, Hamiel scheduled a meeting with the CEOs of corporations on the southwest side of the Twin Cities to measure their interest in supporting a new hangar development area. Hamiel also noted that the long-awaited runway expansion of the south parallel runway (Rwy 10/28) from 3,900 to 5,000 feet, and the north parallel runway from 3,200 to 4,000 feet is expected to be completed in 2009. The new hangar development is expected to get underway by 2010, if not completed by then.

Hamiel briefed his fellow airport executives on the Northwest Airlines/Delta merger, and how it might affect Minneapolis-St. Paul International Airport (MSP). He said that Northwest

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Airlines is important to the Minnesota economy (\$10.7 billion per year), but only \$45 million of a \$315 million loan has been paid back, and any major change in operations would require Northwest to pay back the loan immediately. If Northwest pulled out of MSP, they would also lose revenue sharing from terminal concession sales, which will amount to \$220 million over the next 10 years.

Jeff Hamiel received the "James L. Oberstar Award" from the Minnesota Council of Airports (MCOA) for his work in airport development. Top honors also went to the Bemidji Regional Airport with the presentation of the 2008 FAA/Minnesota Governor's Award.

Barry Cooper, FAA Great Lakes Regional Administrator, and Gary Workman, Director of the Minnesota Department of Transportation, Office of Aeronautics, presented the 2008 FAA/Minnesota Governor's Award to the Bemidji Regional Airport Commission for their vision and airport management accomplishments.

The FAA/Governor's Award reflects the spirit of collaborative work between state and federal government, and is a tribute to the values and superior performance they seek to instill and maintain at Minnesota airports. The award has been presented jointly by the Federal Aviation Administration and the Minnesota Governor's Office at the Minnesota Airports Conference since 1988. The award recognizes excellence in airport planning, development, operation, maintenance, and public relations.

In 1931, the Bemidji Civic & Commerce Association purchased approximately 160 acres of wooded land northwest of the City of Bemidji for use as an airport. The cost, including back taxes and 36 acres of tree clearing, was \$1,625. The association presented the property to the city on May 18, 1932, and the airport began operations of the all-way field that they named Bemidji Municipal Field.

By 1944, the airport had grown significantly to the northwest, increasing the total acreage to nearly 1,600 acres. The federal government designated the airport as a "Secondary Defense Airport" and embarked on a series of improvements.

From 1945 to 1951, federal and state aid was used to construct three runways, six T-hangars, an administration building and to install a beacon and runway lighting. The all-way airfield was replaced with a 4,000 ft. turf runway and two paved and lighted 5,700 ft. runways with parallel taxiways. The total cost of these improvements was nearly \$1 million.

Commercial air service began in 1952 by North Central Airlines, and the airport kept growing.

In 1980, Runway 13-31 was extended to 6,598 feet. Passenger service since 1998 has grown to be the fourth busiest airport in the state.

Home to Bemidji Aviation, the airport now features a busy air cargo and charter operation, as well as a major King Air repair facility. Commercial service is currently provided by Northwest Airlink with SAAB 340s and CRJs. Bemidji Regional Airport is very

well maintained for this service in one of the coldest climates in the country.

"The Bemidji Regional Airport Commission has accomplished many extraordinary achievements over the past 5 years," said Gary Workman of the MnDOT Office of Aeronautics. "During this period, they persevered with a singular focus, unbounded enthusiasm, and a unified strength to take on the difficult tasks associated with local budgeting and zoning requirements to achieve their vision for the airport."

Workman continued: "The commission met great challenges and turned the tides to correct zoning issues. They sought – and secured – allocations of critical and scarce resources for investment, enhancing the development of their vision for the airport. Their prophetic planning was also demonstrated in their active support and advocacy of the developments and approval of a new and completed airport master plan and airport layout plan."

The former master plan had not

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been successfully updated since 1967, nearly four decades, and was badly outdated. Once developed, the commission facilitated community acceptance and adoption of the plan and the associated zoning. The entire process of developing the master plan, and the creation of the acceptable zoning and plan adoption was achieved in less than a year. Once all the planning was completed, the commissioners actively and successfully advocated for the required funding, the total value of which to date is approaching \$18 million. The local share, to date, is over \$1 million. This was secured at a time of reduced local government spending and extremely limited local budgets.

"The commission also did a stellar job in highlighting the positive impacts airports bring to their communities," said Workman.

In the past year, the commissioners have traveled, in some cases with the media, to many other airports across Minnesota, meeting with airport directors, managers and fixed base operators to gain a heightened perspective of what is needed to improve aviation and to further promote aviation's contribution to the people of Minnesota.

In 2005, the airport's name was changed to "Bemidji Regional Airport" to more appropriately reflect its role in serving the region. The airport continues to be a joint partnership between the City of Bemidji and Beltrami County.

Another change that began at this time was a complete revamping of the airport's airside facilities, starting with a shift and reconstruction of Runway 7/25. In 2007, Runway 13/31 was shifted, reconstructed, and extended to

7,000 ft., as well as the associated ILS approach infrastructure. This nearly complete replacement of its airside facilities is a major step in ensuring the airport's ability to accommodate the next 50 years of operation.

Accepting the award on behalf of the commission were Ron Otterstad, Jack Frost, Chairman Marshall Froyd, and airport manager, Harold Van Leeuwen. Commissioners Nancy Erickson and Ron Johnson were unable to attend.

This year's Minnesota Airports Conference was the event's 25th anniversary, and founding members at the conference who were in attendance were duly recognized.

The 2009 Minnesota Airports Conference will be held April 15-17 in St. Cloud, Minnesota. For additional information, contact John Puckropp at 218-828-5049 (www.mnairports.org). □

SUN 'N FUN FROM PAGE 9

display; hot air balloon launch on Saturday, April 12; evening programs that featured CAF President Stephan Brown discussing the "Air Force You Never Heard Of"; EAA President Tom Poberezny and Founder Paul Poberezny discussing EAA's history and mission; AOPA President Phil Boyer hosting a Pilot Town Meeting; and retired Air Force General and former USAF Thunderbird Lloyd "Fig" Newton.

- There were a record 520 commercial exhibitors, and nearly 450 educational forums, seminars and workshops, and aircraft of every size and shape including showplanes competing for awards.

- The Florida Air Museum was a draw, as were the family-oriented activities throughout the week headquartered at the Tom Davis Education Center.

"This year was one of the most challenging years we've ever faced," Burton said. "I'm exceedingly proud of the way Sun 'n Fun volunteers and staff performed under less-than-ideal conditions. We started out slow, but finished strong, including record crowds on Saturday."

Mud and standing water from the weekend rains forced organizers to close most of the main auto parking lot on Tuesday and prevented aircraft arrivals into Wednesday afternoon, when dryer ground became available for aircraft parking. Although the weather cooperated for most of the remainder of the week (it rained again on Sunday), overall attendance was down approximately 5 percent.

Annual attendance during the six-day event has averaged approximately 160,000 for the past several years, and the economic impact to Lakeland and Polk County has been estimated at more than \$27 million annually, based on a University of South Florida economic impact study.

This year, Sun 'n Fun hosted more than 1,300 international visitors from 73 countries, including first-time visitors from Tanzania, Botswana, Oman and Singapore.

More than 8,000 visitors attended Sun 'n Fun and FAA sponsored forums, more than 9,000 visitors participated in Sun 'n Fun's hands-on workshops, an estimated 140 tons of trash was removed by volunteers who used seven tractors and trailers to navigate seven routes three times each day, approxi-

mately 17,000 volunteer meals were made in the onsite volunteer kitchen, some 3,000 people volunteered during the week, 9,000 ears of corn were roasted and consumed at Sun 'n Fun's popular "Corn Roast," a record 520 commercial exhibitors showcased their products and services, and almost 100 seaplanes registered for the Sun 'n Fun Splash-In, which was held for the first time at Kermit Weeks' "Fantasy of Flight" on nearby Lake Agnes. Sun 'n Fun's Media Center credentialed almost 500 national and international media representatives from over 19 countries.

Plans and preparations are already underway for next year's event, which will be held April 21-26, 2009 at Lakeland Linder Regional Airport in Lakeland, Florida. For more information on Sun 'n Fun and its fly-in, access the Sun 'n Fun website www.sun-n-fun.org, or call 863-644-2431.

The Florida Air Museum, which is part of the Sun 'n Fun organization, is the state's official aviation museum and education center," which is also supported through grants from the Division of Historical Resources and Division of Cultural Affairs, Florida Department of State. □

Thatcher, Airovation, Mesaba & General Dynamics Recognized By FAA Region For Aviation Safety In Minnesota



Janese Thatcher, MNDOT Aviation Education, Safety & Training Manager, received the FAA Safety Team Representative of the Year Award.

BROOKLYN CENTER, MINN. – One of the highlights of the Mn/DOT Aeronautics' 2008 Aviation Maintenance Technicians Conference, held March 24-25 at the Earle Brown Center in Brooklyn Center, Minn., is the presentation of awards by the Minneapolis FAA Flight Standards District Office.

This year Janese Thatcher, MnDOT Aviation Education, Safety & Training Manager at the Minnesota DOT Office of Aeronautics, was the first person in the FAA Great Lakes Region to receive the "Minnesota FAA Safety



Airovation Interior Restyling, Inc., located at Flying Cloud Airport, Eden Prairie, Minn., was one of three repair stations in Minnesota to receive the FAA's "Diamond Award of Excellence" for 100% employee participation in recurrent safety training. Mesaba Airlines and General Dynamics also received Diamond Awards. (L/R) Scott Ziemer, Todd Owens and Tom Lindsey of Airovation. Not pictured is Tom Lundquist, training program manager.

Team (FAASTeam) Representative of the Year Award." FAA FAASTeam Program Managers, Jim Niehoff and Donald Brown, presented the award, in front of nearly 500 conference aviation technicians and vendors.

The award recognized Thatcher for being a key factor in the significant reduction of aviation accidents through her efforts in aviation safety outreach, education and through her initiatives developing the FAASTeam Representative Network of volunteers. She also developed a safety reporting system called mnaviationsafety.org.

"Developing an infrastructure of safety representatives with the right attitude, dedication and willingness to volunteer is not as easy as it sounds,"



(TOP) Rusty Keagle, Director of Sales at Rapco, Inc., discussed fuel pump operations with aviation maintenance technicians at the Minnesota Aviation Maintenance Conference. (BOTTOM) Mark Hartwig of Eagle Fuel Cells, Eagle River, Wis., was also one of the speakers.

said Donald Brown. "Janese is highly regarded by all airmen in this state. Once they learned about the program and Janese's involvement, the floodgate of volunteers opened. The significance of her involvement in the FAASTeam brought out quality repre-

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sentative candidates with extraordinary backgrounds, degrees of education and airman experience.”

The award recognized Janese Thatcher for being exactly the kind of airmen the Federal Aviation Administration and the aviation industry is looking for as a representative of

safety, a leader in education, and a promoter of outreach. Brown stated, “I believe that she has more than fulfilled the qualifications, dedication, volunteer work and sustained performance for this award.”

The FAA Minneapolis Flight Standards District Office (FSDO) also pre-

sented the FAA’s “Diamond Award For Excellence” to three Minnesota aircraft repair stations for 100% employee participation in recurrent safety training. Recipients included Airovation Interior Restyling, Inc., located at Flying Cloud Airport, Eden Prairie, Minn., Mesaba Airlines and General Dynamics. □

CONFERENCES

Iowa Air Service Study Released At Iowa Aviation Conference



Chris Blum, Administrator of the FAA Central Region, headed a panel of FAA airport officials.

WEST DES MOINES, IOWA – The Iowa DOT Office of Aviation released the “Iowa Air Service Study” during the Iowa Aviation Conference on April 24 at the Sheraton West Des Moines Hotel in West Des Moines, Iowa, that included a full analysis of commercial air service issues in Iowa, as well as the economic impact of commercial air service airports.

“The economic impact of those airports is staggering and truly shows they are economic engines to the communities and regions they serve,” said Timothy McClung of the Iowa Office of Aviation. “We are just now beginning the process of completing the

economic impact analysis by examining the impact general aviation airports and aviation industry like Rockwell Collins have in the state of Iowa. Those results are expected to be in sometime around the end of the year.”

The study included all commercial service airports in Iowa, including those in Burlington, Cedar Rapids, Des Moines, Dubuque, Fort Dodge, Mason City, Sioux City, and Waterloo. The study also looked at the impact of the bordering airports in Omaha, Neb., and Moline, Ill.

Commercial service airports are transportation assets for Iowa that support passenger air service, cargo,



Stephanie Ward, Manager of Aviation Services Planning, Mead & Hunt, Inc. in Lansing, Mich., spoke at the Iowa Aviation Conference.

general aviation, military, educational, and economic development activities. Analysis in the economic impact report shows the number of jobs, payroll and economic activity associated with each airport. The report also provides a breakdown of visitor spending, airport operations, and activities involving airlines, general aviation, military, and cargo operations.

Information in the report is expected to assist aviation stakeholders, including local, state and federal officials, in making informed decisions related to operations and investments in commercial airports and passenger air service in Iowa. The information will also assist in educating the public on the benefits of commercial service airports.

While it is not possible to put a dollar value on the role commercial

airports play in contributing to business efficiency, major Iowa employers indicate that among factors they consider related to their ability to operate effectively in Iowa, proximity to a commercial service airport ranks in the top three. The report also concludes that activity at the study airports results in the following measurable economic benefits in Iowa:

- 14,209 jobs supported by airport activities, spending by visitors arriving in Iowa, businesses located on airports, and capital improvement projects.
- \$514 million in annual payroll associated with the 14,209 employees whose jobs are linked to the airports.
- \$1.3 billion in annual total economic activity or output associated with the airports and their operation. □

Des Moines International Economic Impact Measured

DES MOINES, IOWA – “This airport is probably the greatest economic impact generator in central Iowa. That is over a half billion dollars. It is definitely the best economic development tool central Iowa has,” remarks Des Moines International Airport (DSM) spokesperson, Roy Criss.

The remark is in response to the Air Service Study findings released in April by the Iowa DOT’s Office of

Aviation. Released in conjunction with the Iowa Aviation Conference held in Des Moines, April 23-24, the study’s findings show that DSM International annually generates \$522.4 million worth of economic impact. That is in conjunction with the 5,476 jobs supported by airport activities and their \$200.6 million in annual payroll.

Surveys have shown that the top three decision-making criteria for any business expansion always include the health and vitality of the local commercial airport. More community support for its airport results in more economic impact and more business attraction.

Des Moines International Airport celebrates its 76th anniversary in 2008. □

Iowa Total Economic Impact by Airport

Airport	Associated City	Total Employment*	Total Payroll	Total Output
Southeast Iowa Regional Airport	Burlington	114	\$3,342,600	\$10,417,100
The Eastern Iowa Airport	Cedar Rapids	2,695	\$94,716,000	\$223,983,500
Des Moines International Airport	Des Moines	5,476	\$200,616,200	\$522,400,100
Dubuque Regional Airport	Dubuque	383	\$13,272,000	\$34,386,200
Fort Dodge Regional Airport	Fort Dodge	279	\$11,236,000	\$36,185,000
Mason City Municipal Airport	Mason City	140	\$4,668,800	\$11,344,600
Sioux Gateway Airport	Sioux City	1,570	\$64,039,700	\$218,603,500
Waterloo Regional Airport	Waterloo	533	\$14,723,100	\$64,267,000
IOWA SUBTOTAL		11,190	\$406,614,400	\$1,121,627,000
Quad City International Airport **	Moline	1,280	\$46,546,300	\$108,393,800
Eppler Airfield **	Omaha	1,739	\$61,809,000	\$106,894,000
BORDER AIRPORT SUBTOTAL		3,019	\$108,355,300	\$215,287,800
TOTALS		14,209	\$514,969,700	\$1,336,914,800

Sources: Wilbur Smith Associates and IMPLAN multipliers

Notes: * Full-time equivalent;

** Includes only the benefits of these airports realized in Iowa

The entire economic impact report, as well as the results for each of the studied airports, is available on the Iowa DOT’s Office of Aviation Web site www.iawings.com.

EDUCATION

Scholarships Awarded To MNSU-Mankato Students

MANKATO, MN – Minnesota State University students Jill Deike, Katrina Avery, Brian Baumann and Kenn Kessler accepted scholarship awards

totaling \$2,500.00 to assist them in preparing for a career in aviation. The scholarships were presented at the annual MNSUM Aviation Club banquet held at Mankato Regional Airport on April 26, 2008.

Jill Deike received the \$1,000.00 Klick Family Scholarship Award, Kenn Kessler received the \$500.00 MNSUM

College of Education Aviation Award, and Katrina Avery and Brian Baumann each received \$500.00 from North Star Aviation.

North Star Aviation is the official flight school of Minnesota State University Mankato.

For additional information call 507-625-6006. □

When Is An Airman's Criminal Plea Deal Not Such A Good Deal?

by Greg Reigel

Attorney At Law

Reigel & Associates, Ltd./Aero Legal Services

I am frequently contacted by airmen regarding the potential implications various criminal matters may have on their airman certificates. Not surprisingly, most criminal defense attorneys have no idea about the impact certain criminal convictions may have on an airman's ability to continue to fly. Unfortunately, without this knowledge, when a criminal defendant is offered a plea deal that would be considered a "good deal" under normal circumstances, that deal could adversely affect the



Greg Reigel

airman's ability to keep flying.

For example, if an airman is facing a drug-related felony charge and the prosecutor offers to allow the airman to enter a guilty plea to a drug-related misdemeanor charge, this may be considered a good deal. That is, until you consider the impact that plea deal could have on the airman's operating privileges. Unfortunately, such a plea would still result in a conviction for a drug-related offense, albeit a misdemeanor. The airman would then be required to disclose this conviction to the FAA on his or her next application for medical certificate. Under FAR 61.15, the FAA could then, and quite likely would, deny the airman's application for a medical certificate, as well as

any other applications for certificates, ratings or authorizations for a period up to one year. The FAA could also suspend or revoke any other certificate held by the airman. Not such a good deal after all.

What could an airman do in this situation? Aside from the obvious answer that the airman should avoid ending up in this situation, the first thing the airman needs to do is to educate his or her criminal defense attorney regarding the effects a criminal conviction might have on the airman's ability to fly. If the airman can obtain a plea deal that "continues" the criminal charge without the airman having to plead guilty, that may be the best "deal" he or she can receive under the circumstances. (This is sometimes referred to as a "continuance for dismissal" or a "continuance without prosecution" and does not result in a conviction.). However, if the prosecutor isn't amenable to such a plea and is looking for a conviction, the next option would be to try and reach a deal under which the airman enters a plea of guilty to a charge that is not drug-related. Although the conviction would still be reportable on the airman's next application for medical certificate, such a conviction would not be addressed by FAR 61.15.

Defending yourself in a criminal prosecution is no easy matter. However, in order to do so effectively, you need to have all of the information you need in order to protect your rights. If you can hire a criminal defense attorney who understands aviation, that helps. If you can't, you may want to hire an aviation attorney to advise/consult with your criminal defense attorney to make sure you have the information you need to properly defend yourself and to protect your ability to fly. □

EDITOR'S NOTE: Greg Reigel is an attorney with Reigel & Associates, Ltd./Aero Legal Services, located in Hopkins, Minnesota. He represents clients in aviation and business law matters and is licensed in Minnesota and Wisconsin (www.aerolegalservices.com, 952-238-1060, greigel@aerolegalservices.com).

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Wisconsin Aviation Names New VP

WATERTOWN, WIS. – Weston F. Miller of Ixonia, Wisconsin, has been named Vice President of Administration for Wisconsin Aviation, Inc. Miller, formerly of Oconomowoc, is replacing James A. Schumacher, who is retiring later this year.

Miller comes to Wisconsin Aviation, Inc. with a wealth of management and administrative experience. He holds degrees from the University of Nebraska and is currently President/Owner of Foot-So-Port Shoe Corporation and the Oconomowoc Busi-



Weston Miller

ness Center in Oconomowoc. Miller has held management positions with

Archer Daniels Midland Corporation of Lincoln, Nebraska, and was President/Owner/Partner of Real Veal, Inc., formerly of Ixonia, where he was responsible for day-to-day operations including sales, marketing, and product and plant development.

As Vice President of Administration at Wisconsin Aviation, Inc., Miller will be responsible for all administrative departments, marketing, public relations, accounting, human resources, and information technology at the company's fixed-base operations in Madison, Watertown, and Juneau, Wisconsin. □

Wisconsin Business Aviation Association Names Rehwinkel Executive Director

APPLETON, WIS.

– The Wisconsin Business Aviation Association (WBAA) has named Steven A. Rehwinkel of Racine, Wis., executive director. Rehwinkel recently retired with Modine Manufacturing Company in Racine, after 19 years as chief pilot, and 34 years in all. He holds an Airline Transport Pilot Certificate and is type rated in Lear Jet and Citation 500 series jets; has 18,000 hours flying time; and holds a National Business Aviation Association (NBAA) designation as a Certified Aviation Manager (CAM). He was a member of the first group of corporate aviation professionals ever to be so recognized as a certified aviation manager. Prior to becoming a corporate pilot, Rehwinkel served in Vietnam with the Army's 1st Cavalry Division as a crew chief on Cobra gunship helicopters from 1969 to 1970.

In addition to being a founding member of the Wisconsin Business Aviation Association, Rehwinkel serves on the board of directors of



Steve Rehwinkel

EAA Chapter 838 in Racine.

"In selecting Steve Rehwinkel as the organization's first executive director, the board of directors of WBAA recognized not only his qualifications as a professional pilot and corporate flight manager, but also his commitment to the organization as a volunteer, prior to his appointment," said David Mann, WBAA Chairman. "We are pleased that Steve will now help take WBAA to the next level."


The Wisconsin Business Aviation Association represents the interests of all pilots and aircraft owners that use aircraft for business, including pilots of corporations and the corporations themselves, and individuals who use their

own aircraft for businesses they own or the businesses that employ them.

"Collectively, those of us who fly as corporate pilots, fly for business, or own businesses that use general aviation aircraft, can make a significant contribution to the air transportation system in Wisconsin as a group, to ensure continued funding of Wisconsin airports, and to lobby for other pro-aviation issues in the state," said Rehwinkel. "Aircraft used for business are tools that power the Wisconsin economy, and we need to communicate this to lawmakers and our communities."

The Wisconsin Business Aviation Association is a non-profit association founded in June 2000. In addition to representing the interests of business aviation in the state, WBAA is a resource to airport commissions, county

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GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

I had the good fortune recently to travel with AOPA President Phil Boyer for his AOPA Pilot Town Meetings (PTMs) on consecutive nights held in Chicago, Minneapolis, and Milwaukee. The attendance at



Bill Blake

these meetings was very good. During his presentations, Phil did electronic surveys of the attendees on various aviation topics.

It was interesting to me to see how close the survey results were for all three meetings. The common concerns were the increasing cost of fuel, followed by other increasing costs to fly, and maintaining our airports. However, even with these concerns, most of the respondents indicated that they expected to be flying as much or more in the future and nearly 100% would highly recommend to others that they learn to fly.

AOPA tried something new in the region. Concurrently with the Pilot Town Meetings, Project Pilot Invitation to Fly sessions for aspiring pilots were held in other rooms explaining how easy it is to learn to fly. We had asked pilots attending the PTMs to bring non-pilot friends and family to the Invitation to Fly sessions. About 10 percent did. If the enthusiasm shown in these sessions is any indication, we should get some new student starts. However, you don't need to wait for one of these sessions to be offered in your area. Encourage a friend, family member, or associate to learn to fly! All the tools to be a mentor to an aspiring pilot are on the Project Pilot portion of the AOPA website.



Phil Boyer at the AOPA Pilot Town Meeting, April 23, Bloomington, Minnesota.

As most of you probably know, the number of pilots nationwide has dropped to under 600,000. As pilots, it is in our own best interests to get more people flying. Increasing the pilot population will spread the cost of maintaining the aviation system, providing FBO services, and providing insurance coverage over more people, thereby helping to reduce costs, or at least slowing further cost increases, to us as individuals. We need to recruit about 5,000 new pilots a year just to cover attrition. We could do that if every current pilot found one new pilot a year and if each of us found 2 pilots a year, we could actually see some growth in the pilot population.

During this three-day trip, Phil also received a warm welcome when he spoke at the Minnesota Airports Conference in Minneapolis. Many Minnesota airport managers are AOPA members. Phil's remarks focused on continuing efforts to save and improve our airports.

Good news for Minnesota pilots! Last year, as the result of a tragic aircraft accident in which insurance coverage was initially denied based on an alleged misrepresentation on the aircraft owner's original insurance application, a bill was introduced in the Minnesota legislature. The bill

would have increased the mandatory aircraft insurance to \$250,000 per seat and would have required the insurance companies to provide coverage, once the policy was issued, no matter what false statements may have been made on the underlying application.

AOPA's research indicated that many pilots would not be able to obtain insurance with \$250,000 seat limits or if they could, it would be at substantially increased premiums. The provision creating absolute liability on the insurance carrier might have stopped carriers from writing policies in Minnesota or writing them at substantially increased premiums. Further research indicated that most pilots had, or could obtain, seat limits of \$100,000.

AOPA worked with the bill sponsor and the legislature to amend the bill to set the minimum seat requirements at \$100,000. The legislature then appointed a study committee, which was chaired by a state legislator and included the bill's proponent, insurance representatives, and AOPA, to recommend language in place of the absolute liability requirement.

The AOPA recommended language, eventually agreed to by the committee, and adopted by the legislature, provides that an insured's action or failure to act is not a basis for refusing to pay a claim, unless the insured's action or failure to act had a direct causal connection to the loss upon which the claim is based. The bill was signed by the governor and is effective January 1, 2009. My advice is to still be very careful and truthful when completing an insurance application. If you don't understand a question, be sure to get a clarification from your insurance company before you answer it.

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

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FROM PHIL'S DESK

Through AOPA staff, a network of 12 regional representatives, and a corps of more than 1,900 Airport Support Network (ASN) volunteers, AOPA is fighting to protect airports from coast-to-coast. Dedicated pilots are often general aviation's first line of defense when it comes to dangers that require monitoring or action, and we are committed to working with these volunteers and keeping you informed of issues affecting your airport. Andy Cebula, AOPA Executive Vice President of Government Affairs, highlights AOPA's advocacy efforts to protect community airports.

PROTECTING AMERICA'S AIRPORTS

By Andy Cebula, Exec. V.P. of Government Affairs

AOPA is involved in nuts-and-bolts advocacy at general aviation airports across the country, and one of the biggest issues on which AOPA is currently working with local pilots is the battle to save Reid-Hillview Airport in California.

County officials have tried numerous times to close the airport – this time calling for a study to close the airport so the land could be developed for non-aviation purposes. Recently, the San Jose Airport Commission passed a resolution in support of keeping Reid-Hillview open and operating, but the airport isn't safe yet.

Biddeford Municipal Airport, in Biddeford, Maine, is a valuable transportation asset, which contributes over \$3.5 million to the local economy each year and provides the city access to the rest of the country. The airport also maintains "green space" in the community and helps prevent overdevelopment. Residents will vote on the future of the airport in November, and AOPA has kicked-off an all-out campaign to educate the public and save the airport.

In New Smyrna Beach, Fla., AOPA is urging city officials to reconsider allowing residential development under the traffic pattern at New Smyrna Beach Municipal Airport. AOPA's Government Affairs staff has partnered with

ASN volunteer Paul Rooy and the Friends of the New Smyrna Beach Airport to educate city officials about the potential noise and safety problems raised by allowing residential development so close to the airport.

ASN volunteers like Rooy are instrumental in AOPA's many advocacy efforts. As AOPA fights to protect all airports, we want you to stay informed of the issues in your area. If your airport doesn't have an ASN volunteer, get involved today by visiting www.aopa.org/asn.



BECOME AN ASN VOLUNTEER

When airport closures were hitting record highs in the mid-1990s, AOPA answered the call of concerned members by creating the Airport Support Network. The ASN mission is to promote, protect and defend America's community airports by encouraging and supporting local airport advocacy. AOPA's goal is to appoint one member-volunteer at public use airports across the country to serve as our "eyes and ears" as well as provide "boots on the ground" support to spur local advocacy and preserve our community airports. Without local help, the future of our airports will remain at risk. Sign up to be your airport's onsite volunteer or contact the current volunteer by visiting the AOPA ASN website at www.aopa.org/asn.

Help Your Airport Become A Good Neighbor

by AOPA President Phil Boyer

There are many factors that might cause a local airport to draw criticism, but it's especially frustrating when an airport comes under fire as a result of misinformation. In the very worst cases, these airports close.

But those of us who use and support our local airports know how valuable they are. We understand their economic impact and importance in connecting our communities with the rest of the country.

That's why it's so important to convey an airport's true significance to the non-flying public and elected officials. You're not alone in doing this. AOPA has an array of resources available to help guide airport advocates through many issues.

Encroachment is one of the most common factors that brings unwar-

ranted criticism to an airport. In many cases, politicians, in an effort to expand the tax base of local government, turn their backs on the airport, opting instead for short-term financial gains. Seldom do these elected officials have any understanding of the airport's economic impact on the community at large.

Learn what you can do to get involved by downloading Participating in the Planning Process: A Guide for Airport Advocates. It's a great resource that will guide you through the steps of the land-use and airport planning processes, offer examples of successful advocacy efforts, and introduce you to the buzz words, political groups and industry practices that will help you become an effective airport advocate. You can find it by visiting www.aopa.org/asn.

Many residents who live near an airport complain about aircraft noise, and such concerns can be eliminated with responsible land use planning. However, as a pilot, there are things you can do while in the cockpit to

help do your part. Flying Friendly, an AOPA-produced video, demonstrates pilot techniques that can help minimize an airplane's noise footprint. Call 800-USA-AOPA (872-2672) to get a copy or check out the video at your airport's management office or FBO.

Consider becoming an Airport Support Network (ASN) volunteer. AOPA's goal is to appoint one member-volunteer at public-use airports across the country to serve as our "eyes and ears" as well as provide "boots on the ground" support to spur local advocacy and preserve our community airports. Without local help, the future of our airports will remain at risk. Sign up to be your airport's on-site volunteer or contact the current volunteer by visiting www.aopa.org/asn.

By being proactive and getting involved in your airport's role in the community, you can ensure that it remains an integral and viable transportation asset. Visit www.aopa.org/asn for more helpful advocacy resources. □

AIRPORTS

AOPA Helps Pilots Find Gas For Less!

FREDERICK, MD. – You're planning a six-and-one-half-hour business flight and you know that you're going to have to stop for fuel about halfway along the way. You also know that fuel prices can vary by more than a dollar a gallon from airport to airport. How can you figure out the best place to land and save money? The Air-

craft Owners and Pilots Association's (AOPA) online airport directory now has the answer.

The new "radius search" function of AOPA's Airport Directory Online allows pilots to find airports within a given distance from an airport and see how much fuel costs at each of them. They can even limit their search to airports that have a specific type of aviation fuel.

AOPA has partnered with www.100LL.com to provide more than 5,600 fuel prices at airports all

across the country.

Aviation fuel pricing is only the latest in a recent string of enhancements to AOPA's Airport Directory Online. The directory, both print and online, has always listed hotels near the airport. But now, through a partnership with Orbitz, AOPA members can click on the Nearby Hotels link in the online directory listing for a particular airport, select a hotel and book a room.

AOPA's Airport Directory Online also provides electronic aeronautical

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charts for each airport listed. While not legal for navigation, they are invaluable preflight preparation tools, helping pilots get a better understanding of the area they'll be flying into.

Keystone Aviation To Build Luxurious Flight Center At Anoka County-Blaine Airport

MINNEAPOLIS, MINN. – An agreement between the Metropolitan Airports Commission (MAC) and Anoka County in the Twin Cities included the construction of a runway extension, and installation of an instrument landing system (ILS) in 2006 at Anoka County-Blaine Airport (ANE) with funds provided by Anoka County. However, the county's limited liability corporation (LLC) did not begin construction of a fixed base operation (FBO) on the 39-acre "Northwest Building Area" as had been expected.

The vast emptiness of the area was a source of frustration to tenants, MAC, and county officials. Within the past year, the membership of the LLC changed. Hollis Canner was asked by Anoka County to get involved. Canner is a principal partner of Pro Link Sports, organizer of the 3M Championship PGA Golf Tournament, as well as other tournaments on the PGA Tour. Canner and three associates assumed control of the LLC. They hired Michael Hodges, Aircraft Business Solutions, to help them recruit potential fixed base operators. Hodges' work is well known to MAC reliever airport tenants as he was the consultant hired by MAC to conduct two complete studies of reliever airport rates and charges. The LLC determined that they needed to have changes made to the original MAC/Anoka County/LLC agreement in order to create a viable business development plan. The motivating deadline to have an FBO built and operating is the Republican Convention in September 2008.

Canner told the Metropolitan Airports Commission that he was

"AOPA's Airport Directory Online is truly becoming a one stop shop for pilots planning a flight," said Boyer. "Coupled with our exclusive Real Time Flight Planner, it gives our

in the golf business, not the airport business. After being asked by Anoka County to be involved, his group determined that they needed a management partner with a financial stake. The group they found to partner with has three components: Rizvi Traverse is the financial backer-owner; Keystone Aviation is the FBO; and Key Air is the aircraft manager. Canner concluded that the proposed facilities will really "relieve" Minneapolis-St. Paul International Airport (MSP), and MAC will be delighted with the look of the Northwest Building Area.

Rizvi Traverse has \$300 million under management with about a third of that in aviation-related investments. Key Air and Keystone Avia-

members just about everything they need to know."

AOPA's Real Time Flight Planner is powered by Jeppesen (aopa.org). □

tion Services facilities have a country club atmosphere that caters to luxury. Currently, Keystone is the FBO at Waterbury-Oxford Airport (OXC) in Connecticut. They have plans to expand in Florida and Los Angeles as well as in Minnesota.

Keystone Aviation's plans for ANE include a 15,000 sq. ft. terminal building. By the time the Republican Convention is held, they expect to have the terminal building and one 60,000 sq. ft. storage hangar completed. Eventually, a 45,000 sq. ft. maintenance hangar and an additional 60,000 sq. ft. storage hangar will be built. The FBO will be selling jet fuel. They will not handle 100LL av-gas or service piston aircraft. □

WBAA FROM PAGE 23

and city development departments and land use commissions, and Smart Growth advocates.

Important business aviation issues include user fees, the Wisconsin airline property tax exemption, alternative revenue options to fund future airport improvements, state and federal airport funding, runway safety and capacity projects, wildlife management near airports, environmental issues affecting Wisconsin airports,

runway approach protection, land-use compatibility around airports, and public and legislative education programs to make communities and decision-makers aware of the value of business aviation to Wisconsin.

For membership information, contact Steven (Steve) Rehwinkel at 262-880-5384 or email srehwinkel@wbaa.aero. See www.wbaa.aero. WBAA maintains offices at 3239 N. Green Bay Rd., Racine, WI 53404. □



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Northwest Iowa Regional Airport, Spencer, Iowa.

Northwest Iowa Regional Airport... Good Facilities, & A Variety of Aircraft Service Companies

by Gayle Brandt

The airport in Spencer, Iowa (SPW) changed its name in 2000 to "Northwest Iowa Regional Airport" (NWIRA) to better market the facility in the northwest corner of the state. The NWIRA is the pride of the community because of its

size, facilities. The airport is the door to the community, which is evaluated by the business world as an essential part of doing business. Without the airport to serve business, there is no business!

Airports and aircraft were once



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seen as a luxury, but air transportation and its supporting infrastructure (airports) is a necessity in today's world. Aviation is now a fundamental block in today's business world and a key to future economic growth. Companies also require a certain standard in airport facilities to meet their business needs. Northwest Iowa Regional

CONTINUED ON PAGE 35

PT – WHOSE TURN IS IT?

by Field Morey, CFII

The Procedure Turn (PT), or course reversal as I prefer to call it, has always been a controversial and sometimes confusing maneuver. When or when not, and how to execute the course reversal, is the topic that I would like to discuss.

The Airman Information Manual (AIM) defines the Procedure Turn as a maneuver in which a turn is made away from a designated track followed by a turn in the opposite direction to intercept and proceed along the reciprocal of the designated track.

WHEN?

The AIM discusses the procedure turn in detail in section 5-4-9. It states that it is a required maneuver when it is necessary to reverse direction to



Field Morey

establish the aircraft inbound on an intermediate, or final approach course.

I agree that reversing direction requires a PT. But then it goes on to say that “the procedure turn or hold-in-lieu of-PT is a required maneuver when it is depicted on the approach chart.”

Before we go on about this statement, bear in mind that the AIM is

non-regulatory. Furthermore, air traffic controllers have a manual of their own and don’t necessarily follow AIM procedures.

To help illustrate the question of when to execute the course reversal, I invite you to my part of the country and we will take a little flight down the California coast into a couple of very popular destinations.

First, refer to the ILS Rwy 32 chart for Arcata/Eureka, Calif. (*see P. 30*) You are over the FOT VORTAC proceeding via the 050° radial toward the IAF at KNEES intersection, and the question of whether or not to execute the course reversal arises. You recall the AIM stating that in the absence of a NoPt (No Procedure Turn) symbol (like on the 20 DME arc at the bottom of the plan view) you are required to execute a PT. You get all geared up for the course reversal when you hear the United Express plane ahead of you on the approach ask Center if he has to do the PT. Center’s response is “Sir, that is the pilot’s discretion; just



Marty Lenss

Marty Lenss Named Outagamie County Airport Director

APPLETON, WIS. – Marty Lenss of Waunakee, Wis., has been named Airport Director at Outagamie County Airport (ATW) in Appleton, Wis., effective in May.

Lenss oversees all airport functions including daily operational budgets, long-term strategic planning,

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permitted when “a RADAR VECTOR to the final approach course is provided.” You determine that since you are not being vectored to the final approach course that you will follow the AIM and start to turn outbound for a parallel entry to the hold at HATLI. Just as you are about to complete the turn you hear, “Cessna 34X, what are you doing?” Not a good message!

Before you can stutter something back about the AIM or something equally stupid like that, ATC follows with: “The next time you make a turn like that, let us know ahead of time. We had an aircraft following you and you broke separation.”

The best advice lies in the last sentence following 5-4-9 a: “If the pilot is uncertain whether the ATC clearance intends for a procedure turn to be conducted or to allow for a straight-in approach, the pilot shall immediately request clarification from ATC (14 CFR Section 91.123). And 91.123 is regulatory!

I have now adopted the policy of always proceeding straight-in if I don’t need to lose altitude at the Initial Approach Fix (IAF), as long as I can maneuver in time to be well established inbound on the final or intermediate leg and I always state that I will be straight-in.

HOW?

I believe that most instrument students are introduced to the course reversal (PT) by their instructor as a timed maneuver where we are flying outbound on a designated course or radial and then make a 45° turn and

begin timing for one minute followed by a 180° turn away from the facility and then proceeding inbound to intercept the course or radial at a 45° angle. This is referred to as the “45-degree type procedure turn.” It is not only complex, but requires timing, something we all forget to do at crucial points.

The method I prefer is the “80-degree/260-degree” method. Note that this method along with the racetrack and teardrop are discussed in 5-4-9 of the AIM. You will also note in the newer glass cockpit aircraft the software that executes a course reversal utilizes the teardrop method.

As I said, I prefer the 80-260 method because it requires no timing. As soon as you have completed an 80-degree turn away from the outbound course, you immediately reverse direction and finish the 260-degree portion thus putting you inbound on the correct heading. With a little practice and knowledge of crosswinds, you will learn to delay the course reversal if a headwind exists or pause halfway through the 260-degree portion. This method of turning around also works well in the case of a holding pattern entry, a topic that I will be discussing in a future article.

So remember the key item when in doubt, ask ATC. Fly smart! □

EDITOR’S NOTE: Field Morey was literally born into aviation. The son of an aviation pioneer, Field was born the day his father Howard Morey received a contract to be the first airport manager for the City of Madison, Wisconsin on November 9, 1938.

Then in the spring of 1942, Howard, who was conducting a civilian flight

training program for the war effort, was given a 10-day notice to vacate the premises to make way for an Army Air Corps radio operator’s school that was to be based at the airport. Howard then located and purchased 140 acres of farmland in nearby Middleton and immediately shifted his flight training operation from the Madison airport to the newly established “Morey Field.”

During the early ‘50s, Field Morey began working at the airport and acquired his Commercial Pilot Certificate, and Instrument and Multi-Engine Ratings. After college, he returned to Madison to take over the operation of the airport and pursued his interest in flight training. His list of students now total over 1,000, and his training has included primary and advanced students, as well as glider, seaplane, multi-engine and aerobatics.

Aware that many aviation accidents result from a deficiency in the traditional methods of pilot training and lack of experience, particularly in hazardous weather and mountain flying, Field Morey created the 10-day instrument course, “Morey’s West Coast Adventures” in 1966. To date, he has trained more than 600 pilots from around the world.

Field Morey has twice been named by the FAA, “Flight Instructor of the Year,” and recognized for his contributions in Aerospace Education by being awarded the “Lifetime Service Award” by the Wisconsin Department of Transportation.

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

Field Morey now lives in Medford, Oregon with his wife, Karen, and his son, Richard Morey, manages Morey Field, now Middleton Municipal Airport, in Wisconsin.

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Wisconsin Aviation Business of the Year Award Presented To Helicopter Specialties of Janesville



(L/R) Jim Freeman of Helicopter Specialties accepts the "Wisconsin Aviation Business of the Year Award" from WATA President Jeff Baum.



The staff of Helicopter Specialties at Southern Wisconsin Regional Airport, Janesville, Wis.

APPLETON, WIS. – Helicopter Specialties, located at Southern Wisconsin Regional Airport in Janesville, Wis., was named the Wisconsin Aviation Business of the Year for 2008 at the Wisconsin Aviation Conference, May 6, at the Radisson Paper Valley Hotel in Appleton, Wis. Accepting the award was Helicopter Specialties President

Jim Freeman. The award is sponsored by the Wisconsin Aviation Trades Association (WATA), an organization representing aviation businesses in the state.

"We all dread the thought that we might need the services of a medical emergency helicopter, but if we do, let's hope it is properly equipped, maintained and locally serviced so it is ready when we need it," said WATA President Jeff Baum, who presented the award to Freeman. "Helicopter Specialties has a superb reputation for equipping and maintaining medical helicopters and other special purpose helicopters in Wisconsin and throughout the country."

It all began after the owner of Omniflight Helicopter, Dan Parker of Parker Pen fame of Janesville, Wisconsin, passed away in 1992.

Parker's second wife moved the entire operation, including 15 of 125 employees, from Janesville to Dallas, Texas.

Jim Freeman, who worked for the company, felt that it was a wrong move at the time, but he and other staff had no say in the matter. He felt

CONTINUED ON PAGE 42

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MINNESOTA AVIATION TRADES ASSOCIATION

MATA Holds Spring Luncheon Meeting In Duluth



MATA members and guests were divided into smaller groups to tour Cirrus Design. Pictured here (L/R) is Christa Restad (U.S. Aviation Underwriters), Kevin Thomas (NationAir Aviation Insurance), Dave Weiman (Midwest Flyer Magazine), Linda Cole (Tanis Aircraft Services), and Joseph Kovarik (U.S. Aviation Underwriters).

DULUTH, MINN. – The Minnesota Aviation Trades Association (MATA) had an excellent turnout for its Spring Luncheon Meeting at Cirrus Design in Duluth, May 8.

Don Monaco and Mike Magni of Monaco Air Duluth were hosts and cosponsors of the luncheon with Christa Restad and Joseph Kovarik of United States Aviation Underwriters. Following the meeting which included discussions on MATA's upcoming fall conference to be held September 18-19 at the Canterbury Inn in Shakopee, Minn., members toured the

Cirrus factory. There are currently 4,000 Cirrus aircraft flying, and the company is building four aircraft per day on the company's four-day work schedule.

In other trade news, MATA Board Member, Mark Plummer, formerly of United States Aviation Underwriters, has been appointed Regional Vice President of Operations with Allianz Aviation Managers.



Don Monaco



ATTEND THE PREMIER General Aviation Business Event of the Year MINNESOTA AVIATION TRADES ASSOCIATION CONFERENCE

FRIDAY, SEPTEMBER 19, 2008
Canterbury Inn, Shakopee, Minnesota

Reception: Thursday, Sept. 18, 5:00 PM.

Conference & Luncheon: Friday, September 19, 8:00 AM to 3:00 PM

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**To Register, Contact Mike Higgins At 651-450-6200
Or Visit www.mnataonline.net**

MATA... Taking Care of Business For Minnesota Aviation!



Photo Courtesy of Thunderbird Aviation



Kevin Thomas has been named Branch Manager at NationAir Aviation Insurance at Flying Cloud Airport in Eden Prairie, Minn. He joins John Weber who is Branch Sales Manager.



Kevin Thomas

Randy Arneson has returned to Flying Scotchman at Minneapolis-Crystal Airport to manage the family business which was founded 50 years ago by his parents, Roy and Karol

Arneson. The company will hold a hangar dance on Saturday, June 7 from 6-10 p.m. in celebration of the company's 50th anniversary, and all MATA members are encouraged to

attend and bring a dish to pass. The entertainment will feature an "Elvis" impersonator, and a 6-piece band.

Sherm Booen, who founded the *World of Aviation* and *Minnesota Flyer*, received the FAA Master Pilot



Randy Arneson

Award on May 14 at the Minnesota Business Aviation Association luncheon at Signature Flight Support at Minneapolis-St. Paul International Airport.

Any aviation business owners or managers wishing to join MATA are encouraged to go to the MATA website at www.mnataonline.net, or contact Mike Higgins at mike@exclusiveaviation.com (651-450-6200). □



Sherm Booen

Author of "Polar Flight," Jurgen Fohlmeister, Receives Award For Best Writing By A Minnesotan

BLOOMINGTON, MINN. – Jurgen Fohlmeister, a research physicist at the University of Minnesota, received an award from the Minnesota Aviation Hall of Fame for Best Aviation



Jurgen Fohlmeister

Writing by a Minnesotan for 2007 at ceremonies held May 3 in Bloomington, Minn. In 1988, Fohlmeister rented a Piper Arrow (N1641H) from Thunderbird Aviation and flew over the North Pole and through Europe. As a result of this trip, he wrote "Polar Flight," which takes readers along for the flight as copilots to learn the history of Arctic exploration, geography, geology, and navigation.

Born in Germany, Fohlmeister has lived in Minneapolis for 55 years. He studied at the University of Bonn and earned a Ph.D. in Theoretical Physics from the University of Minnesota, where he is an associate professor.

In accepting the award, Fohlmeister recognized then manager of Thunderbird Aviation, Jay Olson, for assisting him in specially equipping the Piper Arrow with auxiliary fuel tanks and additional navigation equipment, and Olson's wife and



MATA

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president of Thunderbird Aviation, Nancy Grazzini-Olson, for assisting Fohlmeister with the paperwork. He also recognized the producer of the "World of Aviation" television program, Sherm Booen, for putting his father at ease the day Fohlmeister left on his journey.

So what inspires someone to fly over the North Pole? Unlike Erhardt, Yeager and the many unheralded ad-

venture pilots of the past, you can still discuss that question with him. Like his predecessors, the initial response to Fohlmeister's idea was met by skepticism. But also like his predecessors, he was not swayed by critics of his dream.

Thunderbird Aviation has been a leader in making dreams of flight possible for people in the Upper Midwest since 1962. With locations at

Flying Cloud and Crystal Airports in the Twin Cities metropolitan area of Minnesota, the full-service fixed base operation provides fuel, maintenance, flight training, charter and new and preowned aircraft sales and brokerage. Thunderbird also has one of the largest pilot shops in the region, and the company is the exclusive flight training provider for Academy College (www.thunderbirdaviation.com). □

SPENCER, IOWA FROM PAGE 28

Airport is the standard in air facilities within the region, and is a benefit to the quality of life in northwest Iowa.

A 6,000 x 100 ft. grooved, three-intensity-lit runway, and another 5,100 x 75 ft. runway, enables NWIRA to accommodate most aircraft. NWIRA is a full instrument approach airport with ILS, GPS, VOR/DME and NDB approaches, a 45,000 sq ft executive and maintenance hangar, 8,400 sq feet of heated open hangar space, and features 29 T-hangars.

Aviation businesses at NWIRA include Leading Edge Aviation, Spencer Avionics, CAMM Air, and AirFlair.

Leading Edge Aviation, Inc. is both the fixed base operation at NWIRA, and manages the airport for the City of Spencer. Leading Edge continues to break records in aviation fuel pumped, and has an aircraft maintenance repair station, charter department, and a flight school in addition to managing the airport.

NWIRA has had a great history of hosting an annual fly-in breakfast, and for several years has combined the breakfast with a full-fledged airshow.

The airport has hosted "Fly Iowa" in 1997, and again in 2006. The event has been self-supporting from the flight breakfast proceeds and thanks to the support of "friends" of the airport.

Spencer Avionics at NWIRA is well established, and continues to move forward.

"I love flying and seeing new places, but it is hard to find great faces (as those found in) Spencer, Iowa," said Quint DeGroot, owner of Spencer

Avionics. "We have one of the best airports in the greatest country in the world."

DeGroot says that he and his wife travel to a lot of airports throughout the country in their 1965 Cherokee 235, and they find that Spencer is pretty hard to beat with its long and wide runways, and "plethora of IFR approaches." Being in the avionics business requires good approaches to test and demonstrate new and used equipment, and NWIRA has those approaches!

This year Spencer Avionics, Inc. is moving to its own hangar on the southeast corner of the airport. Included in the new, larger facility will be a new customer waiting area inside, and a runway observation deck outside.

Spencer Avionics has been busy installing multifunction display systems, and will be helping customers meet the new ELT requirements of the FCC and the FAA in the future. DeGroot also wants aircraft owners to be aware that there will also be new "Automatic Dependent Surveillance Broadcast" (ADS-B) requirements, which will go into effect in 2020 (www.spenceravionics.com).

CAMM Air, Inc. (Corporate Aircraft Mobile Maintenance) is the one-stop provider of turbine engine maintenance in northwest Iowa, and is also located in Spencer. Owned and operated by Brian and Beth Bright, CAMM Air is a Standard Aero PT6 Support Center. CAMM Air, Inc. is also a Raisbeck dealer, the American Aviation – RAM cowl modification dealer, and the Blackhawk engine

upgrade dealer in northwest Iowa primarily working on the Beechcraft King Air, the Cessna Conquest, and Piper Cheyennes. CAMM Air can also assist customers with pre-buy aircraft inspections, and has a mobile shop for agricultural operators.

AirFlair, Inc. is "the new kid on the block" at Northwest Iowa Regional Airport. As stated by Jon Hengeveld, the manager of the newly formed corporation established in November of 2007, AirFlair feels privileged to be a part of such a great airport with all the successful businesses that are there. AirFlair is currently located in the south center bay of the large hangar. For additional information call (712) 580-5537 (www.airflairinteriors.com).

The success of any airport can largely be measured by the strength of its airport board or commission. NWIRA has an active airport board consisting of five members that have been very supportive in continually improving the airport, and in assisting aviation and non-aviation businesses to establish themselves at the airport.

The NWIRA airport terminal building, which has sat idle since Great Lakes Airlines discontinued service in 2001, is now the location to hold community meetings. The building features two conference rooms, which are set up with wireless internet and business equipment to facilitate group meetings. The lobby also showcases goods manufactured in Spencer.

Pilots are urged to stop in at NWIRA and look around, or give unicom a call on 123.0 when passing through the area. □

LIGHT SPORT AIRCRAFT



World's First Diesel Powered Light Sport Aircraft!

LAKELAND, FLA. – IndUS Aviation debuted the world's first Light Sport Aircraft powered by a diesel engine at Sun 'n Fun in Lakeland, Fla. in April. From IndUS's headquarters in Dallas, Texas, the aircraft flew directly to Lakeland for Sun 'n Fun. The Thorpedo DP uses the innovative WAM 120 turbocharged 3-cylinder engine that burns 3 gallons of Jet A per hour!

"This engine has been flying in a Thorp for almost four years now," said a smiling Dr. Ram Pattisapu, president and CEO of IndUS Aircraft. "It's quiet and has unbelievable climb perfor-



Thorpedo DP

mance even at altitude. At 14,000 ft., it's still climbing at 500 fpm!"

The Thorpedo is a derivative of the Thorp T211 Sky Scooter. The aircraft was originally FAA type-certified by its designer John Thorp, who also designed the Piper Cherokee. The IndUS Thorpedo S-LSA is powered by a 6-cylinder Jabiru 3300. The design

has been streamlined since it was first introduced as a Light Sport Aircraft, including new, efficient nose cowl; wingtips; and numerous modifications firewall forward.

The 120 hp WAM 120 engine is expected to provide significant operating cost savings, as well as for overhauls: the time between overhaul (TBO) is projected to be ultimately at 3,000 hours. After unveiling and flying its proof-of-concept airplane at Sun 'N Fun 2008, IndUS plans to certify its diesel-powered Thorpedo by Oshkosh in July.

IndUS Aviation, Inc., is an American company headquartered at Dallas Executive Airport (KRBD) in Dallas, Texas. For more information call 1-877-GO INDUS, or visit the company's website, www.indusav.com. □

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An Early Look At Sport Pilot-Light Sport Aircraft Safety & Availability of SP-LSA Insurance

by Ed Leineweber

Back when the Sport Pilot-Light Sport Aircraft rules were first adopted, a lot of concern was expressed about whether pilots trained and operating under these rules would be safe, and whether *insurance* would be available to allow the benefits of the initiative to be realized. While we only have a few years of experience from which to draw, it is not too early to take a look at what we have. On balance, the data appears to be favorable and encouraging, with a couple of areas of concern cropping



Ed Leineweber

up.

In this article, we will look at the emerging safety record of pilots exercising Sport Pilot privileges and at the early claims experience of aviation insurers with "Sport Pilot-eligible" aircraft, defined to include standard category and Experimental Amateur-built category aircraft that meet the Light Sport Aircraft operational standards, and those in the new Special-Light Sport Aircraft category.

Are They Safe? Yes, but . . .

"Pilots exercising Sport Pilot (SP) privileges" include pilots without prior certificates who trained from the start under the new Sport Pilot

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Certificate rules (*ab initio* training), and pilots with higher certificates who are exercising Sport Pilot privileges, including those operating with their driver's licenses in lieu of FAA-issued medical certificates.

This latter group (pilots with higher certificates operating under SP rules) includes returning pilots who came back into aviation after a period of inactivity, and it includes pilots without relevant prior experience in Sport Pilot-eligible aircraft, such as those with very light wing-loading, tailwheel landing gear, or new engine and control configurations, who have transitioned into aircraft with one or more of these features. For simplicity, if not for accuracy, we will refer to this group generally as "returning Sport Pilots." (It just sounds better than "old pilots exercising Sport Pilot privileges.") Think of it as returning to our aviation roots.

No surprise, there is both good news and bad news. It's mostly good news, so let's start there.

The good news is that *ab initio* Sport Pilot **training** does not appear to be raising any safety concerns. Based on interviews with flight instructors, insurance industry officials, EAA personnel and a limited review of National Transportation Safety Board (NTSB) accident data, the Sport Pilot Practical Test Standards appear to be adequate to produce safe, competent pilots, and there are no early indications that these newly-minted Sport Pilots are getting into trouble by exceeding the limits of their training or the operational limits of their certificates. Early loss experience in the aviation insurance industry appears to be favorable.

Another area of good news concerns the "**driver's license medical.**" Although some worried that allowing pilots to fly without FAA-sanctioned medical examinations would lead to trouble, problems in this area are not showing up in accident statistics. Pilots appear to be taking their self-certification responsibilities seriously; medical incapacity while in flight is no more an issue with these pilots than it is with those with current medical certificates. (It is a virtually insignificant cause of accidents with any pilot group.)

Here's the "but . . ."

The not-so-good news (let's not call it bad news) concerns **returning pilots** without relevant experience in the Sport Pilot-eligible aircraft they are now flying. And this boils down to lack of adequate transition training to these very good, but often considerably different, aircraft. Consider this example:

A Private Pilot with hundreds of hours of flight time was practicing high-speed taxi operations in a very lightly wing-loaded aircraft when it "**took off unexpectedly.**" The pilot stated he had gained too much altitude to land safely on the remaining runway, so he elected to fly the traffic pattern and return for landing. The pilot stated that upon touchdown the aircraft "**bounced.**" He reported

that he added power to avoid a stall; however the aircraft "**tracked left**" and headed for some hangars. The pilot stated that in order to avoid the hangars he executed a "**hard left turn**" and subsequently stalled the airplane. It impacted on its left wing, then hit the ground nose first, on the right side. Thankfully, the pilot was not injured. Time in make and model: 1 hour.

The wing-loading of Sport Pilot-eligible aircraft might be half that of a standard category aircraft in which the typical Private Pilot has accumulated most of his or her flight time, such as a Cessna 172 or a Piper Cherokee, each of which have a wing-loading of about 13 lbs/ sq ft. A Piper J-3 Cub has a wing-loading of 6.2 lbs/sq ft, and a Champ, 8 lbs/sq ft. Even the venerable Cessna 150 has a wing-loading of 10.5 lbs/sq ft. Most of the Sport Pilot-eligible aircraft have wing-loadings of 8 lbs/sq ft, or less.

Transition Training A Must

And the accident data bases are rife with reports of low-time tailwheel pilots getting into trouble on take-off or landing. This is no surprise since these aircraft are often lightly wing-loaded, AND they have that third wheel in the back, making directional control considerably more challenging. While it is true that, in a bygone era, everyone trained on these "conventional gear" aircraft, the old-timers flew from grass strips, often nothing more than an open field with a wind sock in the middle, allowing almost all take-offs and landings to be made into the wind. And they suspended training operations in wind conditions we now find routine in nose wheel airplanes. Operating tailwheel aircraft from relatively narrow, paved runways, with ditches on each side, and bristling with lights and signs along the way, puts us in a more difficult and unforgiving environment than the old timers ever faced. We need better crosswind skills than they did!

The operational differences between many Sport Pilot-eligible



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aircraft, and those in which returning Sport Pilots gained their experience, aren't limited to aircraft with light wing-loading and tailwheel landing gear. Many of the newer airplanes sport engine and control configurations, which are totally unfamiliar to pilots who received their training years ago. All of this takes getting used to, making adequate dual transition training a must.

Got Insurance?

Which brings us to our second topic: *availability of insurance* for SP-LSA. There's good news and bad news here to; and again, it's mostly good news.

The good news is that aviation insurance capacity is in the expansion phase of its perennial boom-bust cycle. More companies are coming into the market, competition for business is up, and premium rates are softening, and actually coming down in some instances. However, the insurance companies are most interested in the larger accounts, such as airlines, corporate flight departments and FBOs, where they find the greatest potential for profit. Small policies on Sport Pilot-eligible aircraft offer much less opportunity for profit, unless the insurance company focuses on this segment of the aviation insurance market.

Fortunately for us, several aviation insurance companies are doing just that. According to Jim Lauerma, President of Avemco Insurance Company, their business model of on-line direct operations without agents in the field is ideally suited to the Sport Pilot-Light Sport Aircraft world, and enables them to accumulate a sufficiently large book of business in this area to be profitable and responsive to this segment of the market. If your application fits the Avemco profile, which is limited to privately-owned, personally-flown aircraft and non-commercial flying clubs, you should consider going on line and getting a quote.

The other business model in the aviation insurance industry includes

independent broker/agents who are in a position to shop the market and place business with many different insurance companies. Depending on the nature of the insurance risk for which you are seeking coverage, this approach might yield the best results.

According to Jeff Rasmussen of Johnson Aviation Insurance, independent agents have developed relationships with the underwriters at the various insurance companies, and know what type of business the companies are focusing on from time to time. This enables them to direct applications to companies that are most likely to quote favorably on a given application. It also positions the agent to advocate for an applicant based on the agent's past history with the applicant, and in light of the underwriter's past experience with the agent. In many cases, this can result in insurance being obtained with fewer conditions, or at a better price, or where it might not have been obtainable at all under other circumstances.

Hey, This Is Better Than Last Year!

Bob Mackey, lead broker/agent in charge of EAA-sponsored insurance programs through Falcon Insurance Agency, agrees with Jeff (Johnson Ins.) and Jim (Avemco) that the aviation insurance market is expanding at this time, offering improving opportunities for pilots wanting to obtain coverage on their Sport Pilot-eligible aircraft. He notes that several companies have focused on this segment of the market, which results, he says, not so much in lower premiums, but in the companies' willingness to take on risks they might not have assumed a year or two ago, such as a student in a homebuilt, a low-time tailwheel pilot, or a short grass strip.

Jeff Rasmussen (Johnson Ins.) notes that there does not appear to be much of a difference in quoted premiums for Sport Pilots versus Private Pilots, or between pilots operating with medical certificates versus the driver's license "medical." For ex-

ample, he says a premium quote for an Ercoupe valued at \$20,000 would be roughly \$1,025 for a Sport Pilot and about \$950 for a Private Pilot.

You're Flying A What?

But now the bad news on the insurance front: When a claim does occur with a new S-LSA, the hull repair bill is going to be expensive, maybe as much as twice the cost of other aircraft categories, according to Jim Lauerma (Avemco). This is due, he says, to the high cost (hull value) of these airplanes, the lack of salvage history at this point, and the scarcity of qualified repair shops and replacement parts. Bob Mackey (Falcon) agrees, and points out that a 1967 Piper Cherokee valued at \$35,000 will generate a \$600 premium for liability and physical damage coverage, while the same pilot will get at quote for \$2,200 to \$2,500 on a new \$125,000 S-LSA. He notes that the hull rate for the much older Cherokee will actually be lower per thousand than the new S-LSA, opposite of what you might expect, but due to the factors mentioned by Jim Lauerma (Avemco).

Rental & Instruction Coverage Can Be Tough

There are other problem areas for SP-LSA insurance as well. Jeff Rasmussen (Johnson Ins.) points out that coverage for rental and instruction remains scarce and expensive. The premium depends upon the number of seats and hull value, but as an example, a newer Cessna 172 valued at \$100,000 will generate a rental and instruction premium of \$8-10,000 per year, adding about \$30 per hour to a line aircraft flying 300 hours per year. That's a lot of flying for even a rental aircraft, and when you add another \$30 or more per hour for fuel, the hourly rental cost soars beyond the reach of many renters.

Most insurers will not be interested in a small or part-time flight instruc-

CONTINUED ON PAGE 43

Aeronautics Report

Wisconsin Bureau of Aeronautics

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the entire state is available all on one side. We also wanted to respond to a common complaint about previous charts that they were cluttered with too much information, and that they were hard to read.

Starting with a clean slate, we decided to not depict obstructions less than 500 feet above ground level. This removed a great deal of the clutter. After we made this decision, the FAA decided that it will remove these obstacles from their World Aeronautical Chart (WAC) for the same reason.

Another way we simplified the chart was to remove transition areas (magenta rings or keyholes that depicted areas where Class E airspace begins at 700 AGL) around airports with instrument approaches. This “de-cluttered” the chart a great deal and aligned us with WAC charts that are on the same 1:100,000 scale.

While we kept VORs on the chart, we do not show Victor airways. Many pilots commented favorably on this change after seeing a draft of the chart. They noted that with the widespread use of GPS, the Victor airways are of little use to them on this chart.

At airports, we show the general direction of the runways, along with the airport identifier. We removed the CTAF and runway lengths since they are available in the Airport Facility Directory and Sectional Charts. Speaking of airports, we now only show private-use airports that have paved runways at least 3,000 feet long.

In addition to the cost savings, creating a new aeronautical chart in-house will reap several other benefits. One is that we now have total control over updates we receive from the chart bulletins in the AF/D. We also

Wisconsin Publishes 2008-09 Aeronautical Chart

by Jeffery Taylor

Aviation Consultant

For over 40 years, the Wisconsin DOT Bureau of Aeronautics has published an aeronautical chart of the state of Wisconsin. Carl Guell, Chief of Aviation

Education and Safety, was instrumental in creating the first chart in 1967. The goal of the original chart was to simplify navigational planning, and in that spirit we have revised and simplified the 2008-09 edition.



Jeffery Taylor

In the spring of 2007, we committed to the goal of creating the chart in-house using Computer-Aided-Design (CAD) software currently used for airport construction design drawings and the talent of bureau staff. This was a unique opportunity to revise the chart giving us total control over what data is included on the chart while saving a significant amount of money in development cost.

The chart's primary purpose is for flight planning, and not to be used in flight. With that in mind, we wanted to capitalize on the chart's unique layout as a wall planning chart, where

envision creating the large wall-planning chart on the Sectional scale, which we have not produced since 2000. Another benefit is that we will be able to create an on-line version on our website, where each public-use airport will have a “hot spot” link to our airport directory page.

The cover of this chart is also significant in that it depicts the winning entries from this year’s Wisconsin Aviation Art Contest. The theme for this year’s contest is “Postage Stamp,” and is represented by the borders around each entry. Three age groups are represented, 6 to 9 years old, 10 to 13, and 14 to 17. The bureau is excited to foster and recognize youth participation in aviation. The original artwork will be on display in the Capitol Rotunda in late June this year. □



(L/R) Jeffery Taylor of the WisDOT Bureau of Aeronautics, and FAASTeam volunteer, Richard Morey (CFII) of Morey Airplane Company, at a pilot safety seminar, which Morey hosted April 19 at Middleton Municipal Airport-Morey Field (C29), Middleton, Wis.

Radar Coverage In Central, Western & Northwestern Wisconsin

CAMP DOUGLAS, WIS. – Radar coverage in central, western, and northwestern Wisconsin is not as good as it could potentially be. This shortfall has caused delays and limited service to aircraft operating at airports in this part of the state. Recently, the Wisconsin Department of Transportation initiated a series of meetings between the Federal Aviation Administration, Department of Defense (Volk Field), and airport managers of the affected airports to find solutions to this dilemma. As a result of these meetings, it was decided that the new Digital Approach Control Radar



Control Tower at Volk Field, Camp Douglas, Wisconsin

(DACR) at Volk Field Air National Guard Base (KVOK) could augment

Minneapolis Air Route Traffic Control Center’s (ARTCC) radar coverage, allowing them to provide much better low altitude service. Although this doesn’t completely solve all radar issues, it does address concerns in western and central Wisconsin. Once implemented, aircraft operating within 60 nautical miles of Volk Field will benefit from radar coverage up to 6,000 feet lower than that associated with current FAA capabilities. This process still has a ways to go, though. Dedicated communications lines to give Volk Field’s digital radar data to Minneapolis ARTCC must still be installed, and this project isn’t expected to be completed until late 2009. □

Aviation Weather Safety... A Priority In Wisconsin

MADISON, WIS. – Most aviation experts trace efforts to improve runway safety back to one of the most catastrophic events in airport history, which took place in the Canary Islands on March 27, 1977. Two 747 planes collided, leaving 583 people dead. Since then, airfield safety continues to be emphasized among airports throughout the United States and several of the FAA’s runway safety programs have yielded positive results.

There are many factors that contribute to runway safety issues, one of which is extreme weather. The Wisconsin Department of Transportation



(WisDOT) continues their commitment to airfield weather safety with the use of many programs and systems. One system that improves the overall safety of runways and airfields is an Automated Weather Observing System (AWOS).

Wisconsin airports use AWOS to help pilots and airport officials make informed decisions about safety. These systems provide continuous, real-time weather reports, without human involvement, for users of aviation facilities. A new report is generated every minute from sensors located near the touchdown zone of the runway. The weather reports generated by the AWOS are made available to airport personnel via operator terminals and to pilots via high qual-

ity, digitized voice transmissions over a VHF transmitter or navigational aid. The information is also available by telephone for flight planning.

The Vaisala AWOS provides each airport with connection to the National Airspace Data Interchange Network (NADIN) through its AviMet™ Datalink service. This makes the airport's AWOS observations available for preflight briefing from anywhere in the nation, and puts the community on the official "weather map." In addition, AviMet Data Link ensures that AWOS observations are available to the local community through weather-related internet sites, the Weather Channel, and in National Weather Service forecasts.

For more than 15 years, the State of Wisconsin has partnered with Vaisala to enhance aviation weather safety throughout the state. The relationship began in 1992, with the first AWOS installation at Central Wisconsin Airport. At that time, Wisconsin looked to Vaisala to deliver a contract that would include all aspects of an AWOS program, from siting and installation, through ongoing maintenance and communication services. It was also crucial that the contract provide for the addition of new sites over the life of the program.

Vaisala developed a complete AWOS program that consolidated the state's airport weather needs under a single point-of-contact. The AWOS

program was designed to be easily expanded to include additional airports, while ensuring consistent pricing and service over the life of the program.

As new technology such as present weather and thunderstorm sensors became available, they were added to each new AWOS, giving WisDOT the flexibility to adapt their AWOS program to advances in technology and changes in the aviation weather community.

On-site AWOS have been reported to increase airport utilization and safety by providing pilots with accurate and reliable weather information. Eliminating remote altimeter penalties allows use of the lowest published minimum descent altitude during instrument approaches.

For the communities surrounding the airports with the new or updated AWOS, these additions equate to more than increased safety on the airfield. These communities will finally find themselves on the weather map, so to speak, which will lead to increased air traffic. This increase ultimately leads to financial stimulus and growth in the local economy.

In November 2007, the State of Wisconsin awarded a half-million-dollar contract to Vaisala Inc., a Finland-based technology company that develops and manufactures electronic measurement products, solutions and related services. This contract provides for the installation of AWOS at

four airports across the state – Shawano Municipal, Platteville Municipal, Viroqua Municipal and Middleton Municipal.

The contract provides for new AWOS III models to be installed at all four airports. Vaisala will also provide siting, 7460 submittal and Federal Communications Commission (FCC) licensing for each AWOS, as well as complete installation and one year of maintenance. The airports will also receive AviMet® Display and AviMet® Datalink service to the National Aerospace Data Interchange Network (NADIN) for one year. Installations will be completed in 2008 and 2009.

"The AWOS are much sought after pieces of equipment by the airports. They know that having an AWOS will lead to increased aviation traffic and commerce in their communities, even under adverse weather conditions," said Craig Butler, WisDOT Airport Engineer Specialist and Project Manager.

Also under the new contract, two airports, Central Wisconsin and Rice Lake Regional, received upgrades to the most recent AWOS models. These airports had some of the oldest AWOS in the state and will benefit from a higher degree of reliability with their new systems. When all of the installations are completed later this year, the total number of AWOS sites in Wisconsin will stand at 36, giving the state an extensive aviation weather safety network. □

HELICOPTER SPECIALTIES FROM PAGE 32

the move created a large void in the region for a full-service helicopter operation.

After Omniflight's move, a few employees worked for the company out of their homes in various support roles, and tried to convince Mrs. Parker of the need for a satellite facility in the region. Once they realized that this would not happen, these employees – including Freeman – quit in 1998.

While Jim Freeman was doing contract maintenance service for "Flight for Life" in Milwaukee, the

program director asked him if he would be interested in completing their new helicopter with medical equipment, state-of-the-art navigational equipment, interior/exterior lighting, and paint. After recruiting some of his friends that had worked for Omniflight, Freeman took the contract in 2000.

Freeman started Helicopter Specialties with a rented hangar, his home computer, a fax machine, his wire stamping machine, personal tools, lots of caffeine, and assistance from the University of Wisconsin Small Business Development Center in Whitewa-

ter who helped him write a business start-up plan.

After completing their first aircraft in 6 months and 4,000 man-hours, "Flight for Life" was so pleased with their work that they immediately gave Freeman and his crew their second helicopter. Those two aircraft resulted in 10 months worth of work, and Freeman has not looked back since.

Helicopter Specialties currently receives work from four different operators with over 500 helicopters between them, and many other owners/operators throughout the United States.

Helicopter Specialties currently employs a staff of 15 technicians, two logistics people, a chief inspector, business manager and Jim Freeman as president. In addition, Freeman is an avionics, airframe and powerplant technician with inspection authorization, a certified flight instructor for fixed-wing aircraft, and holds commercial fixed and rotorwing pilot

certificates.

Helicopter Specialties' FAA repair station certificate covers 21 models of helicopters for maintenance, components, avionics/airframe electrical installations, and pitot/static/transponder certifications. The company has four manufacturer service center contracts covering 18 models with Bell, Eurocopter, Enstrom and Robinson Heli-

copter. Most recently, they have added a Sagem avionics dealership and they are finalizing their Turbomeca engine service center.

Helicopter Specialties has been recognized by the Federal Aviation Administration for 100 percent employee participation in training programs resulting in two *diamond* awards. □

SP-LSA AIRCRAFT FROM PAGE 39

tion operation at any cost, nor could such an operation ever earn back the premium, even if the coverage was made available. Perhaps Avemco's promised introduction of a rental/instruction policy for part-time flight instructors later this year will change that, although the premiums would need to be dramatically lower to make it feasible for most part-time CFIs intending to utilize their own light aircraft.

Other aviation insurance problem areas include converting Experimental-Light Sport Aircraft (E-LSAs), some of which are virtually impossible to cover, while others are experiencing few problems. Powered parachutes and weight-shift aircraft have had little luck obtaining coverage, but the introduction of a new EAA-sponsored program for these aircraft might be changing that in the future. New aircraft designs without a proven track record are also more dif-

ficult to insure, requiring close cooperation and communication between the aircraft vendors and the underwriters to get over the initial hurdles.

The Future Looks Bright... Get Some Dual & Be Happy

All three aviation professionals interviewed for this article agree on many things, most notably that adequate dual transition training is critical to the successful operation of Sport Pilot-eligible aircraft for those pilots who have not received their initial flight training in these aircraft. It appears that insurers will increasingly be pushing aircraft vendors to offer transition training programs, and that these vendors will do so in order to better enable their customers to obtain coverage at favorable rates. This is a good and sensible development.

Rasmussen, Mackey and Lauerman also agree that, all in all, the aviation insurance picture is steadily improv-

ing for the Sport Pilot-Light Sport Aircraft movement, despite some initial and continuing challenges. The Experimental Aircraft Association (EAA) in its third annual evaluation of this new segment of recreational aviation released last August (2007), concurs. EAA predicts that the entry of Cessna and Cirrus into this market will cause insurance availability to "improve dramatically." It certainly can't hurt!

Bottom Line: The picture is positive. Sport Pilot training appears adequate with few problems showing up, except in the area of transition training of returning pilots, which can easily be addressed by the CFI community. Availability and cost of SP-LSA insurance is good and getting better as the insurance industry cycles to expanding capacity and increased competition, and as insurers become more comfortable and experienced with new categories of pilots and aircraft. Life is good. □



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Gary E. Workman, Director

Dan McDowell, Editor

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The Summer Season

by Gary Workman, Director
MnDOT Office of Aeronautics

The summer season often appears to be too short to most of us. But it is a great time to fly to Minnesota's many great airports and see what they and their communities have to offer. It is also a great way to explore the aviation history of Minnesota.



A number of our airports have historical information readily available, and you can just about count on the fact that there will be someone around that will happily share the history and impact of that airport. What an exciting adventure that can be!

Take advantage of the season to upgrade your skills and practice them as often as you can. Then you will feel more confident and prepared to visit the variety of airports we have here in Minnesota.

The most important thing you can do for yourself and for aviation in

Minnesota is to consistently practice solid planning, preparation, and safety techniques. Be a good role model when you fly. Make sure that you are prepared and proficient before you take off. Please take the time to get a thorough weather briefing before you fly. We all know how quickly the weather can change.

We want you to have the opportunity to visit many airports around the state this summer and have the chance to truly enjoy the beauty that IS Minnesota, especially in the summer season. □

Illusions In Flight

by Dan McDowell
Public Affairs Coordinator
Mn/DOT Office of Aeronautics

Flying for most aviators is more than just fun. It is their passion. It is what many truly live for. It carries the weight of importance of breath to many. But, whatever the case, at a basic level, those who fly generally do so for the love of flying.

Now, after what seemed like an interminable long winter, we are moving deeply into the most active flying season in Minnesota. Summer, even with all its beauty, can easily present pilots with rapidly changing weather scenarios that can quickly become dangerous. Most experienced pilots are well aware of the trials and tribulations of thunderstorms and rapidly moving fronts and prepare for that with proper review and preparations.

But there is another part of flying that many VFR pilots may not spend
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much time doing. That is night flying. Now is a great time to ask yourself if you are prepared for flight when the sun goes down. Do you recall the illusions of flight that can seriously affect your night flying abilities and vision?

They are the Coriolis Illusion, Graveyard Spiral, Somatogravic Illusion, False Horizon, Autokinesis, Elevator Illusion, Inversion Illusion, Ground Lighting Illusion, and Vection Illusion. Some of these illusions may lead to spatial disorientation with a potential result of loss of aircraft control, while others may lead to significant landing errors. All these are well explained in the Airman's Information Manual (AIM), Chapter 8, but let's take a quick look at two that aren't frequently discussed.

One illusion that is probably more common than most people realize is the Ground Lighting Illusion. With the prevalence of urban and suburban sprawl nearly everywhere it seems, this illusion can be a growing problem for aviators. When few lights illuminate the surrounding terrain, bright

approach lights and/or runway lights may cause the illusion of being at a shorter distance from the runway. Over-flying terrain which has few lights to provide height cues may cause the pilot to fly a lower than normal approach.

Lights along the ground such as roadway lights, can give the pilot the illusion of a runway. Strip malls and even parking ramps can have night lighting that can be easily mistaken for a runway or taxiway. In areas of the country where there is little or no terrain lighting, a moving passenger train can give the illusion of a runway. Even very (long) driveways that are relatively straight can appear (from the air) like runways in sparsely populated areas. Their length can also add to the illusion of excessive altitude.

One way to avoid falling into the frightening grip of this illusion is by using your VOR or ADF if available. Also, look for the airport beacon.

The second illusion for this discussion is called the Vection Illusion. The Vection Illusion is the sensation of

self-motion induced by relative movement of viewed objects. Most people have experienced this illusion on the ground at a stop light. It happens when the vehicle beside yours starts a slow movement forward. Your response is to jam on the brakes harder than normal, thinking that you're moving backward. This illusion is caused by motion detection in your peripheral vision. The brain detects a difference in relative motion at a rate differential greater than that assumed by the brain. That triggers the imme-

diate response to jam on the brakes because the motion was assumed to be your vehicle and not the vehicle beside yours.

One can experience a similar illusion when descending at night through a layer of clouds. The forward motion and angle of descent of the aircraft in reference to the cloud material immediately outside the aircraft with the reflection of the strobes, wingtip lights and landing lights, can give a pilot the impression they are moving at a much greater speed than desired. This in

turn can cause an unaware pilot to immediately reduce power, placing them in a position (incorrectly) that could lead to possible stall conditions, or to make a dangerously low approach.

Be sure you understand the various illusions that can occur. Make sure you are current with night flying and ground operations of your aircraft. If you don't have an instrument rating, take the time to upgrade to an instrument rating this summer. The investment can quickly pay for itself when you experience an illusion in flight. □

The Value of A Really Good Preflight

by Dan McDowell

The following bit of wisdom was provided to this author to be shared with all. This was done in an effort to remind everyone how important and necessary a thorough preflight inspection is for any aircraft. In the following story, only the names have been changed for obvious reasons.

A little tale about that tenant and his Beech!

"On Saturday, I had worked all day on the RF4, changed the oil, cleaned and polished, etc., then buttoned it up, shutting the hangar doors about 7:30 pm.

"Next morning (Sunday), I opened up the hangar and stood there trying to decide whether or not a preflight inspection was really necessary. After all, I had worked on it all the previous day, so what could possibly be wrong? Discretion being the better part, etc., I started my 'walk around.'

"Arriving at the elevator, I tentatively lifted it and was met by a grinding noise.... and a surface that jammed in the 'up' position. My flashlight and a fine screwdriver revealed all. I found one small screw about #4 size where it shouldn't be.

"The tail group of the Beech hung over the rear of the RF4 and it turned out that the evening before, after I had left, my neighbor came in and climbed up to replace the broken red lens on the beacon atop the fin. He

dropped a screw, which he was unable to find, so he installed a replacement screw. It did not occur to him that the screw had chosen to lodge in the gap between my tail wheel and elevator.

"Never again did I have to debate whether or not to preflight. Failure to do the check at that point could have cost me my life and possibly the lives of innocent people on the ground."

The point is quite clear! Never fail to do a thorough preflight. When you do a preflight inspection, do it as if your life depends on it because, as we have seen, it does! □

EDITOR'S NOTE: Thanks to Jim N and Bob R for providing this info to share. Bob was a B52 pilot for the U.S. Air Force, and Jim was a Royal Air Force pilot and flew whatever they had.

Thomas K. Sorel Appointed Commissioner Of Minnesota Department of Transportation

ST. PAUL, MINN.

—Tom Sorel, 51, of Woodbury, Minn., began his position as the Minnesota Commissioner of Transportation in April 2008. He has 30 years of experience with the U.S.

Department of Transportation Federal Highway Administration (FHWA), as division administrator with the Minne-



Tom Sorel

sota Division Office of the FHWA in St. Paul; as a member of the stewardship/oversight group and team leader of major projects in the Washington, D.C. FHWA Office of Infrastructure; as U.S. Department of Transportation intermodal liaison for the 2002 Winter Olympic Games in Salt Lake City; and as director of planning and program development in FHWA's regional office in Albany, New York.

Sorel has a Bachelor's Degree in Civil Engineering from the State University of New York, Buffalo; Master

of Business Administration Degree from Thomas College in Maine; and experience in executive management, project management and conflict management.

Sorel was in Washington when he got the call August 1, 2007, that the I-35W bridge over the Mississippi River had collapsed. Hours later, he was on a flight to Minnesota, alongside other transportation officials and Minnesota lawmakers. At the time, no one knew what caused the collapse, so Sorel began searching for answers as he found himself in a key role managing the federal response to the

CONTINUED ON PAGE 52

CALENDAR

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

JUNE 2008

- 14 **BROOKFIELD, Mo.** - Pancake Breakfast & Lunch at North Central Missouri Regional Airport 7am-?.
- 14 **OWOSSO (KRNP), MICH.** - Fly-In Pancake Breakfast. 989-743-4519.
- 14 **PULASKI (92C), Wis.** - Pulaski Community Fly-Fest 2008 8am-5pm at the Carter Airport. www.pulaskiairport.com
- 14 **BEULAH (95D), N.D.** - Fly-In Breakfast. 701-873-2259.
- 14 **PORT HURON (PHN), MICH.** - Pancake Breakfast at St Clair County Int'l Airport 7am-Noon. 810-364-6890.
- 14 **KINGSFORD (IMT), MICH.** - Pancake Breakfast at the Ford Airport.
- 14 **BROOKFIELD (MO8), Mo.** - Pancake Breakfast 7am at North Central Missouri Regional Airport. www.ncmrairport.com
- 14 **PRAIRIE DU SAC (91C), Wis.** - Sauk Prairie Fly-In & Community Day 7am-5pm. Many Activities. 608-963-9596. Rain Date 15th.
- 14 **CASSVILLE (C74), Wis.** - Breakfast at Cheryland Airport 8-10:30am. 920-743-6082.
- 14* **EAU CLAIRE (EAU), Wis.** - Pancake Breakfast 7-11:30am. Parking north-east of Rwy 32 taxiway. Rain date 15th. 715-877-2406.
- 14* **KEOSAUQUA (6K9), Iowa** - Breakfast 6-10am. www.villagesofvanburen.com.
- 14-15* **ROCKTON (LL89), ILL.** - Blackhawk Vintage Classic 2008 at the Blackhawk Farms Inc Airport. Gates proceeds to Tebala Shrine Transportation Fund. Breakfast 7-11am. 815-389-2000 x10.
- 15 **BARABOO (DLL), Wis.** - Fly-In Breakfast 7am-1pm. 608-522-4450 / 393-9014.
- 15 **CANBY (CNB), MINN.** - Canby Airshow (Noon) & Fly-In Belgium Waffle Breakfast 6am-2pm. 507-829-9608.
- 15 **HASTINGS (9D9), MICH.** - Pancake Break-

- fast & Fly-In. 7am-Noon. 269-945-6306.
- 15 **REDWOOD FALLS (RWF), MINN.** - Fly-In Breakfast 8am-Noon. 507-641-2999.
- 15 **EAGLE RIVER (EGV), Wis.** - Pancake Breakfast & Brat Lunch 7am-3pm. 715-479-7442.
- 15 **MINERAL POINT (MRJ), Wis.** - Breakfast 7am-1pm at Iowa County Airport. 608-987-9931.
- 15 **PALMYRA (88C), Wis.** - Fathers Day Fly-In 7am-Noon. 262-495-4342.
- 15 **HUTCHINSON (HCD), MINN.** - Breakfast 8am-Noon & Pork Chop Dinner 4-7pm. 320-587-3802.
- 15 **MINNEAPOLIS (MIC), MINN.** - Crystal Airport Open House, Breakfast & Lunch 7am-5pm. www.flymic.org
- 15 **DODGE CENTER (TOB), MINN.** - Pancake Breakfast 7am-Noon. 507-253-6664.
- 15 **PRINCETON (PNM), MINN.** - Fly-In Breakfast & Car Show 7am-1pm.
- 15 **GARRISON (D05), N.D.** - Fly-In Breakfast. 701-337-2294.
- 15 **SHEBOYGAN (SBM), Wis.** - Pancake Breakfast 7am-4pm. 920-377-0704.
- 15 **SPENCER (SPW), Iowa** - Breakfast & Air Show at North West Iowa Regional Airport. 712-262-1000.
- 15 **EASTPORT (59M), MICH.** - Breakfast 8am-Noon at Torchport Airport. 216-632-2412.
- 15 **FLUSHING (3DA), MICH.** - Pancake Breakfast 7-11:30am at Dalton Airport. 810-230-0973.
- 15 **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am. 217-226-4005.
- 15 **PLYMOUTH (1D2), MICH.** - Pancake Breakfast 7-11am. Lunch 10:30am-12:30pm at the Canton-Plymouth-Mettetal Airport. 734-223-2675.
- 15* **QUINCY (UIN), ILL.** - Breakfast 7-11am.
- 15* **SCHAUMBURG (06C), ILL.** - Pancake Breakfast 7:30-11:30am. 630-379-2822.
- 15* **BAD AXE (BAX), MICH.** - Breakfast. 989-269-6511.
- 15* **FERGUS FALLS (FFM), MINN.** - Breakfast 7am-1pm. 218-736-3438.
- 15* **GENESEO (3G8), ILL.** - Pancake Breakfast & Auto Show at the Gen-Airpark Airport. 309-944-8128.
- 15* **MASON (TEW), MICH.** - Pancake Breakfast 7am-Noon. 517-655-1432.
- 15-16 **IOWA CITY (IOW), Iowa** - American Barnstormers Tour. 319-356-5045.
- 16 **FERGUS FALLS, MINN.** - Fly-In Breakfast 8am-1pm. 218-736-3438 or 205-4345.
- 17-18 **AMES (AMW), Iowa** - American Barnstormers Tour. 515-239-5279.
- 17-21 **LOCK HAVEN, PA.** - Annual Sentimental Journey to Cub Haven "J5 Cub Cruiser, PA25 Pawnee & PA36 Brave". 570-893-4200.
- 18-22 **OSAGE BEACH (K15), Mo.** - Annual National Cherokee Convention & Fly-In. Details @ cherookeeflyin.com.
- 19-20 **COUNCIL BLUFFS (CBF), Iowa** - American

- Barnstormers Tour. 712-322-2287.
- 19-21 **NEW LONDON, Wis.** - Powered Parachute Association Fly-In 8am-Dark Each Day. 608-314-1657.
- 20-22 **BENTON HARBOR (BEH), MICH.** - WWII Aircraft On Display & Reenactments. 269-927-3194 x11. www.swmiairport.com
- 20-22* **GRAND MARAIS (Y98), MICH.** - Splash-In 2008 at Noon. Floatplane land on the bay and conventional gear planes at Y98. See www.grandmaraismichigan.com. 906-494-2700.
- 21 **GAYLOR (GLR), MICH.** - Gaylor Airfair 10am-5pm. 989-732-4218. www.gaylor-dairfair.com
- 21 **WEST BRANCH (Y31), MICH.** - Breakfast 7am-Noon. 989-873-5908.
- 21* **ROCKFORD (1C8), ILL.** - You CAN Fly! Open House 2008 at Cottonwood Airport. Highlight LSA on display 10am-3pm. 414-708-6588.
- 21* **HOLLAND (HLM), MICH.** - Light Sport Fun Fly at Park Township Airport starting at 7pm. 616-399-3941.
- 21* **MOOSE LAKE, MINN.** - Breakfast 7:30-11:00am. 218-485-4441.
- 21* **AURORA (2H2), Mo.** - Breakfast 8-11am & Lunch 11am-2pm. Dancing 4-8pm. 417-678-3000.
- 21-22 **DAVENPORT, Iowa** - Quad City Air Show. 563-285-7469. www.quadcityairshow.com
- 21-22 **WALWORTH (7V3), Wis.** - Fly-In Breakfast at Bigfoot Airfield.
- 21-22* **WALWORTH (7V3), Wis.** - Pancake & Egg Breakfast 7am-Noon at Bigfoot Airfield.
- 22 **GAYLOR (GLR), MICH.** - Breakfast 8am-2pm. 989-732-4218. www.gaylordairfair.com
- 22 **ROCK RAPIDS (RRQ), Iowa** - Flight Breakfast 7-9:30am. Part of Heritage Days Celebration. 712-472-2537.
- 22 **HINCKLEY (04W), MINN.** - Fly-In Breakfast 7:30am-Noon In Conjunction With The Hinckley Corn & Clover Carnival. Aerobatic Performance By The Alabama Boys. 320-384-6667 or fieldofdreamsairport.com
- 22 **BROOKFIELD (02C), Wis.** - Fly-In & Custom Car Show (Food & Music) 9am-3pm Fund Raiser For Handicap School at Capitol Airport. 414-915-9559. Bob Whitehouse flyobob@yahoo.com
- 22 **NILES (3TR), MICH.** - Fly-In Breakfast 7am-Noon at Jerry Tyler Memorial Airport. 269-684-0972.
- 22 **STRUM (3WN9), Wis.** - Pancake Breakfast 8am-Noon.
- 28 **JAMESTOWN (JMS), N.D.** - Jamestown Airfest 2008 - Fly-In Breakfast 8am-5pm. Aerobatics, Fly-bys, Etc. (Rain Date 29th) 701-952-1515.
- 28* **OSHKOSH (S17), Wis.** - Planes, Manes & Automobiles 7am-3pm. P51 "Mustang" & Ford Mustang Sports Car. 920-426-6135.

- 28* **MIDLAND (3BS), MICH.** - Pancake Breakfast at Jack Barstow Airport 7-11am. 989-274-1683.
- 28-29* **HOWELL (OZW), MICH.** - Michigan Challenge Balloonfest (offsite) Livingston County Airport 7am-4pm (Breakfast & Lunch). 517-223-8735.
- 28-29* **BARABOO, WIS.** - Airshow at Baraboo-Dells Airport. www.baraboodellsairshow.com
- 29 **CALEDONIA (CHU), MINN.** - Fly-In Breakfast. 507-450-2095.
- 29 **TIPTON (8C4), IOWA** - Fly-In & Open House - Lion's Lunch 9am-3pm. www.tiptoniowa.org/airport.htm
- 29 **ST. CLOUD, MINN.** - Granite City Festival Fly-In Pancake Breakfast 8am-1pm. 320-255-7292.
- 29 **SPRINGFIELD, MINN.** - Breakfast 7am-Noon in Conjunction with Riverside Days. 507-723-6343.
- 29 **RIO (94C), WIS.** - Pancake Breakfast at Gilbert Field Airport 7am-Noon. 920-992-3038.
- 29 **AITKIN (AIT), MINN.** - Fly-In & Classic Car Show - Wild Rice & Pancake 7-11am. Brats & Burgers 11am-3pm. 218-927-4104.
- 29 **WELLS (68Y), MINN.** - Harry's Hawk Fly-In Breakfast 7am-Noon. 507-553-5028.
- 29 **MIDLAND (3BS), MICH.** - Pancake Breakfast 7-11am at Jack Barstow Airport. 989-274-1683.
- 29* **HILLSDALE (JYM), MICH.** - Pancake Breakfast 7am-Noon. 517-437-4755.
- 29* **RIO (94C), WIS.** - Pancake Breakfast 7am-Noon. 920-992-3038.
- 29* **SANDUSKY (Y83), MICH.** - Thumbest Fly-In Breakfast 8am-Noon. 810-837-0850.

JULY 2008

- 2-6 **BATTLE CREEK (BTL), MICH.** - 2008 Battle Creek's Field of Flight Air Show & Balloon Festival at the W. K. Kellogg Airport. Featuring the Thunderbirds and Etc. www.bcballoons.com/
- 3-6 **LEE'S SUMMIT (LXT), MO.** - B-17 Aluminum Overcast & Pancake Breakfast. 816-358-1458.
- 4 **MOUNT MORRIS (C55), ILL.** - Breakfast at the Ogle County Airport 7-11am. 815-732-7268.
- 4 **BIG RAPIDS (RQB), MICH.** - Freedom Airfest 2008 7am-3pm at Roben-Hood Airport. Pancake Breakfast 7-11am. Hot Dogs 11:30am-3pm. Etc. www.freedomairfest.com
- 4* **MATTOON (MTO), ILL.** - Airshow 08 at Coles County Airport. www.colescountyairport.com. 217-234-7120.
- 5 **PHILLIPS, WIS.** - Float-In/Fly-In at Price County Airport & Long Lake. Breakfast 8-11am & Lunch 11am-1pm. Served At Airport. Airshow 11am & 2pm. Events All Day. Being held in conjunction with the Chains of Lakes Triath-

lon.715-339-3701/2626.

- 5* **CHETEK (Y23), WIS.** - Hosting a Street Rod/Collector Car Show 9am. Adjacent to airport craft fair & horse pull. No fuel sales (8am-4pm). 715-456-8415.
- 5* **LEE'S SUMMIT (LXT), MO.** - Breakfast & Lunch 7:30am-2pm. B-17. 816-550-3413.
- 5-6 **TRAVERSE CITY (TVC), MICH.** - 2008 National Cherry Festival Air Show at Cherry Capital Airport Featuring the Blue Angels (1pm). www.cherryfestival.org/
- 5-6 **WATERVLIET (40C), MICH.** - Steak Fry (5th 11am-4pm) & Pancake Breakfast (6th 7-Noon) Fly-In & Camp-In. 269-463-5532.
- 6 **AUSTIN (AUM), MINN.** - Pancake Breakfast 7am-1pm. 507-433-7115.
- 6* **WINONA (ONA), MINN.** - Breakfast 7:30-11:30am & Free Airshow 10:30am (field will be closed during airshow) 507-452-2220.
- 6-11* **POINT LOOKOUT (PLK), MO.** - Annual Cessna 170 Ass'n Convention. www.cessna170.org.
- 7-10* **BURLINGTON (BRL), IOWA** - American Yankee Ass'n Convention. www.aya.org
- 12 **KANKAKEE (IKK), ILL.** - Fly-In Pig Roast at Greater Kankakee Airport. 6am-9pm. 815-529-3000.
- 12 **SUPERIOR (SVW), WIS.** - Pancake Breakfast at Superior Bong Field 8-11am. 218-729-7764. www.EAA272.org
- 12 **LARCHWOOD (7IA2), IOWA** - Annual Zangger Fly-In at the Zangger Airport. Pilot Poker Run & Flour Bombing 2-3pm. BBQ Pork Supper 5-7pm. 605-370-1139.
- 12* **EAST TAWAS (6D9), MICH.** - Pancake Breakfast & Brat Lunch 7am-Noon at Iosco County Airport. Car Show & Summerfest. 989-362-5832.
- 12* **MENOMONIE (LUM), WIS.** - Pancake Breakfast 7am-Noon. 715-233-5636.
- 12* **MOUNT VERNON (MVN), ILL.** - Breakfast 8-11am. 618-244-7746.
- 13 **MIDDLETON (C29), WIS.** - Fly-In Breakfast 7:30am-Noon at Middleton Municipal-Morey Field Airport. 608-836-1711.
- 13 **TWO HARBORS (TWM), MINN.** - Pancake Breakfast at the Richard B. Helgeson Airport 7am-1pm. 218-834-4392.
- 13 **ALPENA (APN), MICH.** - Fly-In Lunch 10:30am-1:30pm. 989-354-5465.
- 13 **CHESANING (50G), MICH.** - Pancake Breakfast 6:30-11am at Howard Nixon Memorial Airport. 810-513-4255.
- 13* **GREENWOOD/WONDER LAKE (10C), ILL.** - FlapJack Breakfast 8am-Noon at Galt Field Airport. Airplane Wash 9am-Noon. 815-444-7784.
- 13* **GRANTSBURG (GTG), WIS.** - Breakfast. 715-653-2619.
- 18-19 **DAYTON, OHIO** - National Aviation Hall of Fame. www.nationalaviation.org
- 19 **GRAND FORKS (RDR), N.D.** - Thunder Over The Red River - 2008 Grand Forks

AFB Air Show featuring the USAF Thunderbirds. <http://public.grandforks.amc.af.mil>

- 19 **WASHINGTON ISLAND (2P2), WIS.** - Washington Island Whitefish Boil Fly-In 11am-1pm. 920-847-2770..
- 19* **KENTLAND, IND.** - Hog Roast & Home Made Ice Cream 10am-3pm. 219-474-9080.
- 19-20 **DULUTH (DLH), MINN.** - The Duluth Airshow featuring the U.S. Navy Blue Angels and Canadian Forces Snowbirds. www.duluthairshow.com/2008/ (Check NOTAMS).
- 19-20 **SHIOCTON (W34), WIS.** - Eagle Wing Fly-In & Fly-Mart. 434-585-2727.
- 20 **PRESTON (FKA), MINN.** - Fillmore County Airport Fly-In Omelet Breakfast. 7:30am-12:30pm. 507-765-2582.
- 20 **TAYLORVILLE (TAZ), ILL.** - Fly-In Breakfast 7-11am at the B&L Hangar. 217-226-4005.
- 20* **CASSELTON (5N8), N.D.** - Planes on the Plaines Pancake Breakfast. 9am-2pm. 701-347-0201.
- 20* **FOREST CITY (FXY), IOWA** - Pancake Breakfast 7am-Noon. 641-581-2880.
- 23-26* **WAUSAU (AUW), WIS.** - Ercoupe Owners Club Annual Convention. 715-573-7063.
- 23-27* **CLINTON (CWI), IOWA** - Cessna 150-152 Annual Int'l Fly-In. 805-461-1958.
- 24-26 **KEOKUK, IOWA** - ILPA - IBDA. L-Birds Fly-In. Formation school, many activities. All Warbirds are welcome. Contact Irv Lindner 319-524-6378 or 6203.
- 25-27 **BRODHEAD (C37), WIS.** - Hatz/Pietenpol Fly-In. www.eaa431.org
- 25-27 **DEKALB (DKB), ILL.** - Breakfast Fly-In (26 & 27), Pig Roast (27), Dance (27) & Camping at Airport. ffb66@juno.com
- 26 **NORTHWOOD (4V4), N.D.** - Old Fashioned Saturday Fly-In. 218-779-2928.
- 26 **SIREN (RZN), WIS.** - Pancake Breakfast Late Morning - Early Afternoon Grilled Hamburger & Brat Lunch 8:30am-2:30pm. at Burnett County Airport. 715-529-5260.
- 26-27 **SHIOCTON (W34), WIS.** - Pancake Breakfast. Live Band on Saturday Night. www.shioctonairport.com
- 28-8/3 **OSHKOSH, WIS.** - EAA AirVenture. www.airventure.org

AUGUST 2008

- 7/28-8/30 **OSHKOSH, WIS.** - EAA AirVenture. www.airventure.org
- 2* **SHAWANO (3WO), WIS.** - Community Fly Out 8am-Noon. 800-235-8528.
- 2-3* **HUMBOLDT (OK7), IOWA** - Breakfast (7am-Noon on 3rd Only) & River Fest Celebration. 515-332-1863.
- 3* **LONGVILLE (XVG), MINN.** - Pancake Breakfast Fly-In 8am-Noon. 218-363-3267.
- 3* **HARTFORD (HXF), WIS.** - Hootie's Fly-In. Pancake Breakfast & Brat Lunch 7am-

- 3pm.
- 8* **HUTCHINSON (KHUT), KAN.** - Fly, Golf, & Dine. Come golf Prairie Dunes, site of the 2006 Sr. Open Championship! This private course is ranked 24th national & 25th worldwide. In addition, the 8th hole is considered the best hole in the country. We've arranged for a special afternoon tournament open to the first 12 people who sign up. A steak dinner will be provided following the tournament. August 15th is the rain date. Call for fee information and sign up. Ami 620-694-2692.
- 8-10 **STORM LAKE (SLB), IOWA** - Fly Iowa 2008 Wings, Wheels and Water. 515-964-1398. www.flyiowa.org or contact Chuck McDonald 515-964-1398.
- 9 **RICE LAKE, WIS.** - Fly-In at Rice Lake Regional Airport - Carl's Field. Pancake Breakfast 7-10am. Lunch 11am-1pm. Aerobatic Flying 11-11:30am. www.ricelakeairport.com
- 9 **NEW HOLSTEIN (8D1), WIS.** - Wheels & Wings 2008. Breakfast & Lunch Served. 7am-3pm. www.atoztradin.com/8d1.html
- 9 **BRIGHTON (45G), MICH.** - Fly-In/Cruise-In. Great Family Fun with good food. www.brightonairport.org
- 9* **MADISON, WIS.** - Wisconsin Aviation Hangar Dance 7-10pm. The orchestra is "Ladies Must Swing." Costume Judging depicting WWII. Dance at Common Hangar - Wisconsin Aviation Executive Terminal. Tickets can be purchased in advance "Ladies Must Swing", PO Box 6161, Monona WI 53716-0161 - \$10.00 in advance or \$12.00 at the door.
- 9* **ALLEGAN (K35D), MICH.** - West Michigan Fly-In. www.WestMichiganFlyIn.com for details. 269-673-4157.
- 9-10 **DETROIT (YIP), MICH.** - Thunder Over Michigan. A Warbird Show. yankeearmuseum.org/airshow/
- 10 **CHETEK (Y23), WIS.** - Annual BBQ Charity Fly-In 10:30-3:30pm. Water Ski Show adjacent to fly-in. 715-456-8415.
- 10 **ST. PAUL (21D), MINN.** - Pancake Breakfast at Lake Elmo Airport 7am-Noon. www.eaa54.org
- 10 **DICKINSON (DIK), N.D.** - Planes on the Prairie. 701-483-1062.
- 10 **APLENA (APN), MICH.** - Fly-In Lunch 10:30am-1:30pm. www.gaasch.net/ea
- 10 **QUEEN CITY (15MO), MO.** - Watermelon Fly-In & BBQ 2pm-?. 660-766-2644.
- 10* **MENDOTA (0C7), ILL.** - Breakfast 7am-Noon at Grandpa's Farm Mendota Airport. 815-453-2336.
- 15-17 **CHICAGO, ILL.** - 50th Annual Chicago Air & Water Show. 15th - Aerobatic Flying, Beach Concert, Night Show & Fireworks Display.
- 16 **CAMP DOUGLAS, WIS.** - Biennial Volk
- Field Open House & Fly-In 0800-1600. GA Fly-In (Pre-registration Required 1-800-972-8673). WisDOT VFR-IFR Seminars, Static Military Aircraft Display Etc. www.volkfield.ang.af.mil
- 16 **FOREST LAKE (25D), MINN.** - Fly-In & Open House 10am-4pm. Brats, Burgers & Ice Cream. Grass Runway. 651-776-1717.
- 16* **LAPEER (D95), MICH.** - Pancake Breakfast 7am-? & Lapeer Days Festival. 810-664-6966.
- 16* **NORTHPORT (5D5), MICH.** - Pancake Breakfast 8am-Noon at the Woolsey Memorial Airport. 231-386-5762.
- 16* **HOLLAND (HLM), MICH.** - AirAffair at Park Township Airport 7am-3:30pm.
- 17 **BROOKFIELD (02C), WIS.** - Ice Cream Social & Chicken & Corn Roast Lunch Noon-5pm. 262-781-4213.
- 17 **MANKATO (MKT), MINN.** - Pancake Breakfast. 507-345-1510.
- 17 **MONONA (7C3), IOWA** - Pancake Breakfast 7am-Noon. 563-539-2640.
- 17 **TOMAHAWK (TKV), WIS.** - Pancake Breakfast, Live Music, Skydivers & more. 7:30am-6pm. 715-499-3315.
- 17 **PAYNESVILLE, WIS.** - Breakfast & Air Show (10:30am & 12:30pm) 7:30am-1pm. 320-243-3714.
- 17 **JOLIET (JOT), ILL.** - EAA Warbirds of America Squadron 4 BBQ. 847-356-9056 www.warbirdssquadron4.org
- 17* **HERMAN (O6Y), MINN.** - Pancake Breakfast 7:30am-Noon. 320-677-2746.
- 17* **MASON (TEW), MICH.** - Mason Aviation Days. Pancake Breakfast 7-11:30am. Lunch Noon-4pm. 517-351-0448.
- 17* **BOYCEVILLE (3T3), WIS.** - Pancake & Sausage Breakfast 7-11am. 715-643-6100.
- 20-24 **MIMINISKA LODGE, ONTARIO** - Midwest Flyer Canadian Fishing Fly-Out. For details email dave@midwestflyer.com or call 608-835-7063. Limited to first 20 people!
- 22-24 **EDINBURG (9LL5), ILL.** - Midwest Ultralight/Light Aircraft Rendezvous. Sunrise-Sunset. 217-623-5772. Monitor 122.9
- 22-24* **DEKALB (DKB), ILL.** - Cornfest on the Airport (Runway 2/20 Only Open). 22nd (Noon-11pm), 23rd (9am-11pm) & 24th (9am-6pm). 815-748-2020.
- 23 **GUTTENBEG, IOWA** - Annual Abel Island Fly-In, Float-In, Potluck & BBQ at Abel Island Airpark Noon-3pm. www.abelisland.com. 319-480-0913.
- 23 **ALPENA (APN), MICH.** - Wings Over Alpena Air Show. www.wingsoveralpena.com/woa2008.htm
- 23* **CHILLICOTHE (CHT), MO.** - Breakfast 7am-Noon. 660-359-5396.
- 23* **GLENCOE (GYL), MINN.** - Sweet Corn & Bratwurst Feed Fly-In 10am-2pm. 320-238-2376.
- 23-24 **KANSAS CITY (MKC), MO.** - KC Aviation Expo & Air Show featuring the Thunderbirds. www.kcairshow.com/index.html
- 24 **COTTAGE GROVE (87Y), WIS.** - Brat-N-Bean Feed. 11am-3pm. zflyer2@yahoo.com
- 24 **CUMBERLAND (UBE), WIS.** - Pancake Breakfast 7-11am. Aerobatic Demonstration 11-Noon (Field Will Be Closed) Camping on Field.
- 24 **BURLINGTON (BUU), WIS.** - Lions Breakfast & Fire Dept. Lunch. Display of antique tractors & cars. 262-945-5920.
- 24* **ROCHELLE, ILL.** - Pork Chop Lunch 11am-3pm. 815-562-8619.
- 27 **BLAKESBURG (IA27), IOWA** - Antique Airplane Association Fly-In. www.antiqueairfield.com/
- 30* **SHELL LAKE (SSQ), WIS.** - Pancake Breakfast 7-11:30am. 715-635-8695.
- 30-31 **RED WING (RGK), MINN.** - Wings of Freedom/Salute to Veterans Airshow at Red Wing Regional Airport located in Pierce County, Wisconsin
- 30-9/1 **CLEVELAND, OHIO** - Cleveland National Air Show featuring U.S. Navy Blue Angels & etc. www.clevelandairshow.com
- 31 **MONDOVI (W269), WIS.** - Log Cabin Airport Annual Fly-In 10am. Lunch @ Noon. Grass Strip. 715-287-4205.

SEPTEMBER 2008

- 1 **SHELDON (SHL), IOWA** - Sky-Hi Flyers Flight Breakfast 6:30-11am. 712-261-3320.
- 1-7 **GALESBURG (GBG), ILL.** - National Stearman Fly-In. www.stearmanflyin.com
- 7* **NEW ULM, MINN.** Lions Fly-In Breakfast 7:15am-12:15pm. 507-276-0233.
- 6 **SUPERIOR (SVW), WIS.** - Pancake Breakfast at Superior Bong Field 8-11am. 218-729-7764. www.EAA272.org
- 6 **MARSHALL (RMY), MICH.** - Full Breakfast 8am-Noon at the Brooks Field Airport.
- 6 **DECATUR (DEC), ILL.** - Fly-In Breakfast 8-11am. 217-795-2393.
- 6 **OSCEOLA (OEO), WIS.** - Wheels & Wings Pancake Breakfast & Lunch. 715-294-2618.
- 6 **TRAVERSE CITY (TVC), MICH.** - Wings of Mercy CareAffaire TVC Pancake Breakfast 7:30am-Noon at Cherry Capital Airport. 231-941-9764.
- 6 **WORTHINGTON, MINN.** - Fly-In & Air Show.
- 7 **MIDLAND (3BS), MICH.** - Barstow Fall Fly-In Pancake Breakfast at Jack Barstow Airport 7-11am. 989-274-1683.
- 7 **MAPLE LAKE, MINN.** - Pork Chop Dinner Fly-In 11:30-2pm. 763-477-6021.
- 10 **OSHKOSH (1W1), WIS.** - Chapter 252 Corn Roast at Williams Airport. Bring a dish to pass. 5:30pm. 920-426-1854.
- 13 **FARIIBAULT, MINN.** - Pancake Breakfast 7am-Noon
- 13-14 **EAU CLAIRE (EAU), WIS.** - "2008 Chippewa Valley Airshow" at Chippewa Valley Regional Airport. Gates open at 8:30. Featuring Blue Angels & Golden Knights plus many others. 888-523-FUNN.

- www.chippewavalleyairshow.com
- 14 **MOUNT MORRIS (C55), ILL.** - Fly-In Breakfast 7am-Noon at the Ogle County Airport. 815-732-7268.
- 20 **NILES (3TR), MICH.** - Fall Fly-In Breakfast 7am-Noon at the Jerry Tyler Memorial Airport. 269-684-0972.
- 18-19* **SHAKOPEE, MINN.** - **Minnesota Aviation Trades Association Conference at the Canterbury Inn. General Aviation Business Event of the Year! 651-450-6200. www.mnataonline.net**
- 20-21 **BELLEVILLE / SCOTT AIR FORCE BASE / MIDAMERICA AIRPORT (BLV), ILL.** - Air Show Featuring the Thunderbirds. www.scottairshow.com/
- 21 **OWOSSO (RNP), MICH.** - Fall Fly-In Pancake Breakfast. 989-743-4519.
- 21 **HINCKLEY (OC2), ILL.** - Breakfast On The Grass 7am-Noon. 815-758-6948.
- 21 **TURTLE LAKE (91N), N.D.** - Fly-In Breakfast. 701-448-2253.
- 21 **TAYLORVILLE (TAZ), ILL.** - Fly-In Breakfast 7-11am at the B&L Hangar. 217-226-4005.
- 27 **HANOVER (64I), IND.** - Wood, Fabric & Tailwheels Fly-In at Bottom Flying Field. 812-866-3211. www.LeeBottom.com
- 28 **BERRIEN SPRING (C20), MICH.** - Breakfast 7-11am. 269-471-3120. airinfo@andrews.edu
- 28 **PORT HURON (PHN), MICH.** - Wings, Wheels & Watercraft Pancake Breakfast & Lunch 7am-? at the St. Clair County Intl Airport. 810-364-6890.

OCTOBER 2008

- 3-5 **PEORIA (PIA), ILL.** - Mooney Pilot Proficiency Program at Greater Peoria Regional Airport. 210-525-8008.
- 11 **MOUNT MORRIS (C55), ILL.** - Pig Roast "Pork & Pie" Feast Noon-4pm at Ogle County Airport. 815-732-6930.

- 11 **OSHKOSH (OSH), Wis.** - Chili Bash - bring your favorite batch of chili and/or a dish to pass 3pm. www.eaa252.org
- 12 **ALPENA (APN), MICH.** - Fly-In Lunch 10:30am-1:30pm. www.gaascho.net/eea
- 12-16 **MEMPHIS, TENN.** - Illuminating Engineering Society (IES) Aviation Lighting Seminar at Peabody Memphis Hotel. 662-869-8655. www.iesalc.org/
- 19 **WATERVLIET (40C), MICH.** - Chili-Hop Fly-In 11am-4pm. Fall Color Hayrides. 269-463-5532.
- 19 **TAYLORVILLE (TAZ), ILL.** - Fly-In Breakfast 7-11am at B&L Hangar. www.eaa1315.com
- 25 **DECATUR (DEC), ILL.** - Chili Day Fly-In 11am-2pm. 217-795-2393.

NOVEMBER 2008

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



Fly-In / Float-In

Breakfast & Air Show - July 5, 2008

Price County Airport & Long Lake Phillips, Wisconsin (PBH)

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DECEMBER 2008

- 6 **COTTAGE GROVE (87Y), Wis.** - Chili Fly-In 11am-2pm. zflyer2@yahoo.com

MAY 2009

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



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PEOPLE IN THE NEWS

Airline Pilot/Stunt Pilot/ Aircraft Collector, Charles P. Doyle Heads West!

ST. CLOUD, MINN. – Charles Peter "Chuck" Doyle was born May 26, 1916 in St. Louis Park, Minn. to be a pilot and stuntman, and died April 25, 2008 in St. Cloud, Minn. having logged 30,000-plus flight hours.

Impressed with Charles Lindbergh's 1927 solo flight to Europe, Doyle talked his father into taking him to the Minneapolis airport where he was given a ride in a Navy

trainer. In his teens, Doyle owned a Harley Davidson motorcycle and cut classes at Washburn High School to ride to the airport and hang out. In the summer after his junior year, he offered to trade the motorcycle for flying lessons, but instead was given work helping to rebuild airplanes. He soloed in an airplane that summer and borrowed money to purchase his own Travel Air biplane. During the 1933 fall homecoming football game at the high school, Doyle buzzed the field and was promptly dismissed from school. He would finally graduate from Washburn in a colorful 2002 ceremony.

At the airport, Doyle earned a living working on airplanes, selling tickets for barnstormers, and performing daredevil stunts. In 1935, Doyle made his first parachute jump at the Minnesota State Fair and towed his first aerial banner for Griffith Shoe Polish. He had learned the fine art of skywriting from local veterans and rigged his plane to fulfill local Pepsi Cola assignments. In addition to the flying, Doyle also began to take part in other thrill show events at fairs and celebrations across the country, performing such stunts as driving his motorcycle through burning board

CONTINUED ON PAGE 62

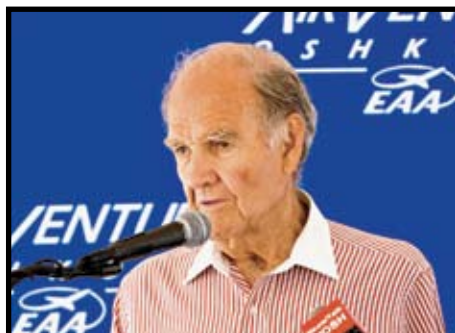


EAA AirVenture 2008

July 28 – August 3
Wittman Regional Airport
Oshkosh, Wisconsin (OSH)
www.airventure.org



*Photos taken during
EAA AirVenture 2007
by Geoff Sobering*





Oshkosh. 2008. July 28-August 3.



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LENSS FROM PAGE 29

and the day-to-day operations of the airport.

A 14-year veteran of the commercial airport industry, Lenss most recently served as Director Operations/Public Safety at Dane County Regional Airport (MSN), Madison, Wisconsin. Previously, Lenss worked

as the Assistant Airport Manager for the Cheyenne, Wyoming airport. He also served as the Senior Airport Safety Officer for the Tulsa Airport Authority in Tulsa, Oklahoma.

A native of Minnesota, Lenss is a graduate of the University of North Dakota, where he received a bachelor's degree in Airport Administra-

tion and Business Management. In addition, Lenss completed the Council on Law Enforcement Education and Training (CLEET) where he became a State Certified Peace Officer in 1994.

Lenss is married and has two children. In his spare time, he volunteers as a coach for his sons' youth soccer team. □

MNDOT COMMISSIONER FROM PAGE 45

disaster, helping investigators make contacts with state transportation officials and expediting funding requests.

At the state level in Minnesota, Transportation Commissioner Carol Molnau was under political fire, and the Minnesota Senate voted to terminate her. Governor Tim Pawlenty

then selected Sorel as her replacement effective April 28. He is now trying to get up to speed on all aspects of transportation in Minnesota, including aviation.

Sorel led the federal highway department's Minnesota office since 2005. U.S. Rep. James Oberstar's office (D-MN) speaks very highly of

Sorel who believes in public service. Rep. Oberstar heads up the House Transportation Committee, and although not a pilot, the senior congressman has worked hard to protect aviation interests.

Sorel lives in Woodbury, Minn., with his wife and son. □

AIRCRAFT



Progress Being Made On "PiperJet"

VERO BEACH, FLA. – During the past several months, the "PiperJet" team has been at work on the Proof of Concept (POC) major assemblies for the very light jet (VLJ), including the left and right wings, the horizontal tail structure, and the vertical tail structure.

Both the left and right wing assemblies, and the left and right wing flaps have been completed using Piper's proprietary bonding process and the results have been outstanding. By bonding wing skins to the wing ribs, a minimal amount of rivets are

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used. This results in an exceptionally smooth wing surface and consistent loft. The bonding process significantly reduces the time required to manufacture and assemble the wing while it also reduces manufacturing variability.

As with new manufacturing processes, new inspection procedures must be followed. To that end, the PiperJet team has developed automated ultrasonic testing equipment to inspect the bonded assemblies. A calibrated ultrasonic transducer, along with an analysis computer and

software, "look inside" the wing under the aluminum skin to determine if the bond between the skin and underlying structure is acceptable. Upon inspection of one of the bonded wing assemblies, the PiperJet team was pleased to find that sufficient bonding throughout most of the structure had occurred as expected.

The assembly tools for the vertical fin and rudder have been completed and parts are being assembled into the tools. These assemblies, along with the horizontal stabilizer and pylon, will be assembled off of the aircraft and then mated within the coming months. Additionally, the FJ44-3A jet engine from Williams is expected to arrive at Piper shortly.

Also of notable progress was an initial wing join to the POC fuselage. A fit check of the spar carry-through under the fuselage was a success. The initial join validated that all of the attach fittings were correctly placed and there were no interference problems.

Des Moines Flying Service and Chicago Piper are the authorized Piper factory sales and service centers for the Midwest. For additional information call 800-622-8311 (www.dmfs.com & www.chicagopiper.com). □

Honda Aircraft Company Expands HondaJet Sales To Europe

GREENSBORO, N.C. – Honda Aircraft Company, Inc., has announced plans to expand sales of the HondaJet to Europe, beginning in May at the annual EBACE (European Business Aviation Convention & Exhibition) conference in Geneva, Switzerland. Honda recently expanded HondaJet sales throughout North America, announcing the establishment of a sales and service strategy for Mexico and Canada.

The sales expansion comes as Honda Aircraft Company finalized its U.S. distribution network with the selection of Albany, New York, as the final location among its five sales and service facilities being established across the country. With the selection of Albany, N.Y., as the location for its HondaJet East sales and service facility, Honda has completed the establishment of a nationwide U.S. sales and service infrastructure for the HondaJet. Tallahassee, Fla. (HondaJet Southeast), Aurora, Ill. (HondaJet Midwest), Phoenix, Ariz. (HondaJet Southwest), and Salt Lake City, Utah (HondaJet Northwest) previously have been announced as HondaJet sales and service locations. Honda has established its U.S. sales and service network to provide unparalleled quality and convenience to HondaJet customers, with flight times for all customers to their nearest facility limited to 90 minutes or less.

Construction on all of the U.S. HondaJet sales and service facilities will begin in the near future, and completion is scheduled to coincide with the anticipated certification and first deliveries of the HondaJet in 2010.

Honda Aircraft Company began U.S. sales of the HondaJet in October 2006 and quickly amassed orders for well over 100 units.

Working closely with the Federal Aviation Administration (FAA),



Honda Aircraft Company anticipates its first test flight of a conforming model in early 2009, with the overall timetable calling for the achievement of type certification in 2010. The company is scheduled to begin deliveries of the HondaJet to U.S. customers in 2010. European Aviation

Safety Agency (EASA) certification is being pursued concurrently with FAA certification.

All HondaJet customer deliveries will take place at Honda Aircraft Company's new world delivery center, currently under construction along with its new world headquarters, R&D facility, and production plant at the Piedmont Triad International Airport in Greensboro, North Carolina. The world headquarters and R&D facility are scheduled for completion in the summer of 2008, with the production plant and delivery center scheduled for completion in late 2009.

Worldwide HondaJet pilot training will be conducted in partnership with Flight Safety International, which will include the development of a Level-D full-motion flight simulator.

"HondaJet Midwest," located in Aurora, Illinois, is the authorized factory sales and service center for the Midwest. For additional information call 877-686-0028 (www.hondajet-midwest.com). □

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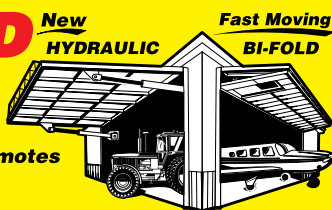
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Pilz-R-US, or “Do I Have A Pill For You!”

by Dr. John Beasley, MD

I was wondering what the heck I could write about this month, and it was USA Today to my rescue. December 11, page 7a, in BIG PRINT. “Lipitor reduces risk of heart attack by 36%.” A 36% risk reduction for these high risk men sounds pretty good, but look at the fine print “3% of patients taking placebo had a heart attack, but only 2% of patients on Lipitor did.”

Wait just a dang minute! This “36%” is the “relative risk reduction” you’ll get by using Lipitor if you are in an especially high-risk group. The “absolute risk reduction” is only about 1%. That is, one (1) person out of a 100 in a year didn’t have a heart attack compared to the placebo group. And, out of each 100 patients two (2) did have a heart attack – even though they were taking this wonderful drug. (Hang in here – I didn’t say this one would be an easy read!)

For comparison (this is an aviation magazine, after all), our absolute risk of dying in a general aviation accident is about 2/100,000 flight hours. If we’re lucky enough to fly 500 hours a year, that calculates to an absolute risk of 1% per year. If I can give you a relative risk reduction of 50%, that comes out to an absolute risk reduction of 0.5% per year.

How useful a drug is depends on your risk. What really is your risk of a heart attack? If you are a typical 50-year-old non-smoking male with so-so cholesterol levels and borderline blood pressure, but no major family history and no diabetes, your 10-year risk of having a heart attack is about 5%. My pills will reduce this to 3.5%



John Beasley

over 10 years, so your absolute risk reduction is only 1.5% over 10 years, not the 36% relative risk reduction. That’s 0.15% per year, folks! Doesn’t sound like quite such a great deal any more. (This is why drug companies like to advertise relative rather than absolute risk reduction! Those absolute risk reductions don’t quite knock your socks off.)

So, now we start talking about the “number needed to treat” (NNT), which is the number of people who we would have to treat to avert one heart attack. For our hypothetical 50-year-old man, we would have to treat (round numbers) 66 people for 10 years to prevent one heart attack – and two (2) to three (3) people would have heart attacks anyway, despite taking the pills. The NNT is about 66. Is it worth it? The cost alone is in the range of \$110 x 120 months or \$13,200 per patient – or \$871,200 for all of the 66 men to avoid one heart attack. I don’t know if it is worth it to you or the insurance company, but this sort of calculation helps you decide what’s worthwhile and what’s not.

We also need to think about the “number needed to harm” (NNH). This depends on what we define as harm, but assume for the moment that 5% of the people taking my pill have some significant side effect (a “harm”). This means that the NNH is about 20. For every 20 people I treat, about one (1) will be harmed. So perhaps the potential for harm is greater than the potential for helping – although a lot of the “harms” are not as serious as a heart attack.

What happens if the risk is greater? Suppose you are 65 years old, have a Special Issuance for a history of a heart attack, diabetes and hypertension, and your cholesterol is really urlously. Your 10-year risk of a heart attack is about 50%. The 36% relative risk reduction would drop this to about 30% (round numbers, here), and so the absolute risk reduction is around 20%. Now the NNT for the 10-year period drops to about 5. This means that if 5 people take my pills

for 10 years, we can avert one heart attack. That is a more significant benefit.

We can, at least in theory, calculate NNT and NNH for almost any medical intervention whether it is surgery or medication, and if you are considering any treatment, you may want to check with your “doc,” and find out what the absolute risk reduction is. This can get complicated, however, and it may take her or him some time to figure this out. Why not Google it yourself? Use “NNT” and the drug name. You’ll probably get something relevant.

Finally, let’s go back to that first scenario. If the 50-year-old tells me where I can stick my pills and instead gets into really good physical shape, the relative risk reduction is better than with the pills – it’s about 50%... lots cheaper, and many other benefits!

(*The generic name for Lipitor is “atorvastatin,” and it should be available as a generic reasonably soon. I hate using brand names, but I was just quoting the ad. In any case, it probably doesn’t make much difference which drug in this class of “statins” is used.) □

Ask Pete!

by Pete Schoeninger

Have a question about operating your aircraft, buying or selling an aircraft, or aircraft ownership? Email your questions to pete.harriet@gmail.com.

Q: With gas at \$5/gallon, and pilot numbers declining, why should anybody be optimistic about aviation?

A: Pilot employment opportunities have never been better; avionics continue to get better (who ever thought we would ever have nearly live weather presentations in an affordable GPS receiver?); used airplanes are readily available at relatively modest prices; Cessna, Cirrus, and American Champion have thrown their hat in the LSA ring; and the threatened massive fuel tax increase hasn’t happened. □

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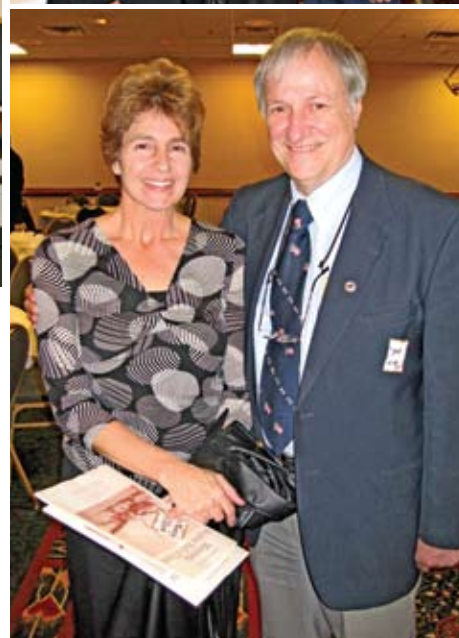
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(Top) 2007 MAHF inductees and representatives.

(Bottom Left) 2007 MAHF inductee, BGen Ray Klosowski, is congratulated by 2000 MAHF inductee, WWII Women's Air Service Pilot (WASP), Elizabeth Wall Strohfus.

(Bottom Right) MAHF alternate board member, Darrell Bolduc of Bolduc Aviation, and his wife, Devra.

(Top L/R) MAHF Chairman Ray Rought; 1999 MAHF inductee, Mary Jane Rice of Willmar Air Service; and Bruce Jaeger, President of Willmar Air Service.

(Bottom) Former MAHF board member, Nancy Grazinni-Olson of Thunderbird Aviation and Academy College, and Dr. George Bolon of B2W/Win Air and Winona State University.

Minnesota Inducts Six Aviators Into Hall of Fame

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame, an

affiliate chapter of the National Aviation Hall of Fame in Dayton, Ohio,



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held its annual investiture ceremonies on May 3, 2008 at the Ramada Mall of America/Thunderbird Convention Center in Bloomington, Minnesota. Inducted were Ethel Meyer Finley (1920-2006), Norman E. Hendrickson, Jr. (1925-2006), Donald E. Hinz (1944-2004), Brig. General Raymond T. Klosowski (1940-), Daniel F. Neuman (1918-2007), and Joseph E. Quigley (1892-1953).

Ethel Meyer Finley was born in Lake City, Minn., and in 1940, enrolled in the Civilian Pilot Training program at Winona State Teachers College where she received flight instruction from famed aviation record-holder, Max Conrad. In 1943, Finley

joined the Ferry Command, transporting warplanes from base to base in the U.S. as a Women's Air Service Pilot (WASP). Finley lobbied for veteran benefits following the war.

Norman E. Hendrickson, Jr. was born in Minneapolis, Minn., and enlisted in the U.S. Navy in 1943. He was a civil engineer, who used his aircraft for business. He was also an aircraft maintenance volunteer with the Commemorate Air Force in South St. Paul and San Diego.

Donald E. Hinz was born in St. Paul, Minn., and with a Master of Science Degree in Aerospace Systems, joined the U.S. Navy where he instructed in A-4s and flew A-7Es from the carrier USS Ranger. In 1979, Hinz created U.S. Fighter Squadron so others could feel what it was like to be a fighter pilot. He was one of the pilots that flew the Commemorative Air Force "Red Tail Project" P-51C Mustang, telling the story of the Tuskegee Airmen.

Brig. General Raymond T. Klosowski was born in Moose Lake, Minn., and after graduating from the University of Minnesota, he joined the Minnesota Air Guard 179th Fighter Squadron in Duluth. He was promoted to Brigadier General and Commander of the unit in 1989. Following his retirement from the Guard, Klosowski worked to create the Richard Bong Heritage Center in Superior, Wis.

Daniel F. Neuman was born in Detroit, Michigan, and flew for Floyd Foren Airlines and Northwest Airlines, retiring as a captain on a Boeing 747. He also flew C46 transports under a contract with the Air Transport Command to and from Alaska.

Joseph E. Quigley was born in Minneapolis, Minn., and in 1925, went to work for a flying circus, taking aerial pictures and selling them. In 1932, Quigley joined the Minnesota Air National Guard 109th Observation Squadron and directed their photographic section. His photographs documented the growth of the Air Guard and Northwest Airlines.

CONTINUED ON PAGE 62

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DOYLE FROM PAGE 49

walls, head-on auto crashes, crashing airplanes through “houses” built within the fairgrounds, as well as climbing from his speeding motorcycle to an airplane by means of a rope ladder hung from the airplane. He used his motorcycle and ramps to jump over cars long before Evel Knievel was born. Despite the spectacular lifestyle, Doyle was never injured.

During WWII, Doyle worked briefly for Northwestern Aeronautical Corporation in St. Paul, Minn. building gliders that were used by the Army to land troops behind enemy lines. In 1942, despite having no college education, he was hired by Northwest



Chuck Doyle

Airlines in January of 1942 after Pearl Harbor as a training instructor and taught at Rochester, Minnesota.

Doyle's airline career with Northwest continued until his retirement at age 60 in 1976. When the City of Apple Valley condemned his prop-

erty for highway right-of-way, Doyle moved his planes to Fleming Field in South St. Paul, Minn.

He knew everybody in aviation and lived flying and restoring airplanes every day of his life. Both of his sons, Chuck, Jr. and Brian, were taught to fly by their father and are pilots and continue the family's tradition for the love of aviation. Doyle's daughter, Shannon, flew with her father, but is not a certificated pilot herself.

In 1992, Chuck Doyle was inducted into the Minnesota Aviation Hall of Fame. In 1996, Doyle was inducted into the OX-5 Hall of Fame, and in 2003, he was inducted into the Warbird Hall of Fame. □

MINN. HALL OF FAME FROM PAGE 59

Jurgen F. Fohlmeister of Minneapolis, Minn., received the “Best Aviation Writing by a Minnesotan Award” for his book “Polar Flight,” documenting his flight to the North

Pole in a Piper Arrow from Flying Cloud Airport in Eden Prairie, Minn. See article on page 34.

Kenneth Fox of Bancroft, Iowa, received the “Best Aviation Art by a Minnesotan Award.” His art has in-

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