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Our national aviation organizations are busier than ever looking out for the best interests of general aviation. With the confirmation of Randy Babbitt as the new Federal Aviation Administrator, AOPA, EAA, NBAA, NATA, GAMA and NASAO will be working with him to guide the implementation of the Next Generation Air Traffic Control system (NextGen). At the same time our organizations will be lobbying Congress and the White House to ensure that general aviation doesn’t get stuck with the bill for a system designed for the airlines. Regardless of the issue, we commend our organizations for taking a bipartisan approach.

But to be successful, our organizations need our help. If you are not currently a member of one or more aviation organizations, national as well as statewide, we urge you to join without further delay!

I have attended a number of state aviation and airport conferences this spring, and will be attending more in the months ahead. These are working conferences involving airport managers, and aviation businessmen and women, who are looking out for the best interests of airports and their tenants and customers.

The general consensus at these conferences is that more emphasis has to be placed on lobbying at the state level, and we agree. Like our national organizations, state aviation organizations depend on members who are willing to contact their representatives and help them to understand the economic and social benefits of supporting airports and air transportation. You must do your part if we are to be successful!

Now for the fun stuff, and the reason many of us are involved in aviation in the first place.

Among the many articles in this issue of Midwest Flyer Magazine, read about the Minnesota Seaplane Pilots Association Fly-In held at Cragun’s on Gull Lake in Brainerd, Minnesota in May. As one member said, flying seaplanes brings out the “Indiana Jones” in all of us. Actually, flying taildraggers, ski planes, open cockpit biplanes, gliders, and aerobatic aircraft all add excitement to our flying, and help hone our pilot skills.

Please email me your thoughts and ideas to: dave@midwestflyer.com. Thank you!

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LAKEVILLE, MINN. – In 2005, LSA North, Inc. became the exclusive distributor of the Flight Design CT for the Upper Midwest (IL, WI, MN, SD, ND). Located at Minneapolis-Airlake Airport in the Twin Cities, their goal, before selling the new airplane, was to educate pilots and the public about Light Sport Aircraft (LSA), and train prospective aircraft buyers on how to fly their new airplane.

Most flight schools and flight instructors do not fully understand the value of adding a Sport Pilot Certificate to their training program and are not promoting it as they should be.

When someone calls a flight school and inquires about the cost and requirements of becoming a “pilot,” they are thinking Private Pilot and not Sport Pilot. What we are seeing is that the average (middle age) student is not interested in ever becoming a Commercial Pilot and has no immediate need for an instrument rating. Thus, the person could be an ideal candidate for the new Sport Pilot Certificate.

Becoming a Sport Pilot takes half the time and half the cost (or less) than it does to become a Private Pilot. All primary flight training and flight hours count toward future ratings and pilot certification. The first bonus is that this newly certificated pilot can take a passenger on a personal discovery flight, whereas the traditional Student Pilot is still burning holes in the sky by himself (or paying a CFI to fly along) to build time toward the Private Pilot Certificate, which requires an additional 20-40 hours of solo time before getting that initial pilot certificate. That is expensive and hard to justify if you are not going to make your career as a Commercial Pilot.

Some of the major differences in the initial pilot certificates are the limitation to stay under 10,000 feet

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SPORT PILOT FROM PAGE 5

MSL, fly only in day VFR weather, and in a two-seat airplane under 120 kts. When was the last time most Private Pilots had the need to do otherwise? Remember, we are talking about entry-level pilots here, not advanced Commercial Pilots.

LSA North is also focusing on the returning pilot who perhaps doesn’t want to risk not qualifying due to medical reasons in taking an FAA medical examination. This person can avoid the possibility of failing the exam by obtaining the Sport Pilot Certificate, which does not require one.

Like any flight school that is teaching primary students how to fly, LSA North focuses on the basics (which apply to every pilot and rating): judgment, aeronautical decision making (ADM), crew resource management (CRM), weather (WX), aircraft maintenance needs (MX), and logbooks. The Sport Pilot ground school and basic flight training is identical to that of the Private Pilot Certificate. LSA North just omits the night flights and hood work.

So why aren’t more instructors teaching the Sport Pilot program or flying a Light Sport Aircraft? After nearly five years of regulatory existence, it cannot be chalked up to ignorance anymore because all good pilots are always learning and looking to grow. There must be more to it. There needs to be greater understanding of the value of the Sport Pilot Certificate. The fastest growing segment of General Aviation.

Most of the Light Sport Aircraft we see flying or “For Sale” today are a more technologically advanced airplane (TAA) than many commercial aircraft flying across the oceans each day. Glass cockpits, autopilots, GPS and XM weather radios are the norm and not the exception. Composite airframes, BRS aircraft parachutes, and reliable engines contribute to speed, safety and low hourly fuel burn rates. How does 2.84 gallons per hour sound to a flight school owner, and it is automobile gas to boot! Moreover, you can advertise that you are a “green” flight school and saving the environment!

LSA North, Inc operates out of Minneapolis AirLake Airport (KLVN). New pilots, or seasoned pilots, are invited to stop by and test-drive a CT. For more information visit them on the web at www.LSANorth.com or email chief pilot, Scott Johnson, CFI, at ScottJ@LSANorth.com, or call toll free (877) 865-3070.
BRAINERD, MINN. – On the first Saturday in May of 2008, there was still ice on Gull Lake at Cragun’s Conference & Golf Resort in Brainerd, Minnesota, and no one could fly in with their seaplanes for the annual Minnesota Seaplane Pilots Association Fly-In. This year sunny skies and blue waters prevailed, May 1-3, for a fun-filled weekend.

Safety seminar topics included water egress ground training in Cragun’s indoor pool, and a safety seminar by Rick Braunig of the MNDOT Office of Aeronautics. Braunig discussed weather, flying by landmarks, and flying using GPS. As a warning to all pilots, Braunig stressed the importance of checking for temporary flight restrictions (TFRs) before every flight. He also warned seaplane pilots from flying too low for extended periods of time, because there’s less time to react to an in-flight emergency.

Dr. James McManus, president of the national Seaplane Pilots Association (SPA), recognized that this was Minnesota’s 30th annual seminar. With 9,000 members, SPA is the largest seaplane organization in the world. The organization is headquartered in Lakeland, Fla. Jim Potter is Minnesota’s Field Director for SPA (www.seaplanes.org). McManus recognized the social importance of SPA, but emphasized the need to represent seaplane owners before federal, state and local government, as more and more lakes are banning seaplane operations, even though jet skis and speedboats are not being banned. Indiana has had
some issues, but SPA was able to turn the situation around there. Minnesota has not had similar problems. SPA is also fighting new rules for U.S. Customs and Border Protection along the U.S./Canada border.

Seaplane maintenance was covered at length. Toby Weston of Aerocet composite floats, Priest River, Idaho, told his fellow seaplane pilots not to sacrifice safety for expense. Among a list of maintenance items to check, Weston highly recommended that pilots install door spring stewards to prevent wind damage. According to Weston, “floats” should have an annual inspection the same as an aircraft. He also urged seaplane pilots to go through emergency procedures by lowering and raising their landing gear using a hand pump.

Darrel Bolduc of Bolduc Aviation Specialized Services (engine rebuilding and repair specialists), Anoka County-Blaine Airport, Minneapolis, Minn., covered engine components and gave aircraft owners an update on recent manufacturer service bulletins.

Bolduc said that there is a service bulletin out on float-type carburetors by “Volare,” which requires all foam and float-type carburetors to be replaced with “blue epoxy”

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East Gull Lake Airport is located across the highway from Cragun's Resort.

Beech 18 on floats.
flights, and this is due by June 1, 2009. This includes all carburetors manufactured by Volare and its predecessors. Replacement through the factory can be “labor free,” however, Bolduc warned aircraft owners that a new float will run $140.00, and if there are any Kelly parts in the carburetor, Volare will replace all parts which are not Volare for a total cost of up to $1,200.00. Volare blue floats first came out in November 2005.

Next, Bolduc covered the purchase of Slick Magneto by Champion Spark Plugs, and there are new service bulletins out on Slick and Lasar magnetos because of the brush material they use. Bolduc commented that he thought that Bendix magnetos were better, but they are no longer available for aircraft; only for farm tractors, and at a fraction of the cost!

Bolduc reminded pilots that there is a service bulletin out from Teledyne Continental (MSB09-1) recalling cylinders on select 470, 520 and 550 engines in which the head castings may be subject to developing cracks at the top of the cylinder head near the fuel injector and spark plug bosses. To determine if your cylinders are affected, contact TCM at 888-200-7565, or refer to www.TCMlink.com/cylinders.

Bob Timm of Seaplane Services, Surfside Seaplane Base, Lino Lakes, Minn., covered the importance of engine baffle seals, and how damaged, bent, hard and brittle, or loose baffles can wear out a cowling and not provide needed engine cooling. The McFarlane Cowl Saver baffle seal is the newest material out, and Timm is very pleased with it. Engine mount brackets are another maintenance item worth checking, said Timm, especially on 1977-79 Cessna Hawk XPs. Other floatplane maintenance items include checking wear and tension on flying wires, rust on the landing gear and brake linings, and rust beneath the steps on spring landing gear.

Brian Addis of Wipaire, Inc., South St. Paul Airport, South St. Paul, Minn., reviewed seaplane accidents and their causes, and stated that there really are “no new reasons for seaplane accidents.” He noted that accidents continue to be avionics related, wind related, due to a loss of control, involve human factors, and are caused by gear down water landings, stalls, fuel starvation, and engine failures.

Other speakers included Pete Firlotte of Transport Canada, Tony Ettestad of U.S. Customs, and Jason Jensen of the Minnesota Department of Natural Resources. Pilots
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Erickson spent parts of 38 summers in far northern Quebec, Nunavut, the Northwest Territories and Alaska, flying a variety of floatplanes and amphibians from Piper Cubs to Cessna 206s. His adventures led to his first book, “True North: Exploring the Great Wilderness by Bush Plane” (www.tundracub.com).

Cragun’s Resort

This was the first time we visited Cragun’s Resort, and we look forward to returning. From the moment we walked into our rustic, yet modern room, and picked up the telephone to check the blinking light for messages and listened to a recording by Dutch Cragun himself, welcoming us to the resort, I knew that our trip to Cragun’s would be enjoyable and it was.

The Pine Beach area of Gull Lake was spotted early in the 1930s as a recreational development site and has since become one of Minnesota’s primary vacation areas.

Merrill K. Cragun, Sr. and his wife, Louise, began their involvement at the lake in 1934 with their ownership in registering the name of Paul Bunyan, Inc. The objective was to develop and promote tourism in central Minnesota, primarily in the greater Brainerd Lakes area. They had success in this venture until World War II affected their lives.

The Paul Bunyan involvement did stimulate the interest of resort development for the Craguns, and they began their adventure in 1940 by building a few cabins on the site. The war years made it very difficult, but their perseverance carried them through, and by the end of 1947, they had a lodge and 12 cabins.

Louise Cragun led the operational management of the property with the help of her father-in-law, Virgil Cragun, while Merrill, Sr. maintained a full-time job in the Twin Cities and became the weekend visitor. The season ran from Memorial Day to Labor Day, and Merrill, Jr., known as “Dutch,” had a full-time summer job at the age of 9. His first position was to be in charge of worms and minnows!

Gradual growth continued, both in services and accommodations. Cragun’s first food service with a dining room that seated 20 people was started in 1948. Today, there are two dining rooms capable of seating hundreds of guests.

The first six motel-type units were built in 1949. In 1957, Dutch took over as manager and the building continued incrementally every year. The outdoor swimming pool was opened in 1963. In 1965, Dutch acquired a partner, his wife, Irma. Together, they committed to making a living at “resorting” by continually re-investing in order to develop a year-round operation.

By 1977, the pool area had become enclosed and the operating season started to expand. They began to hire
full-time personnel. The acquisition of the neighboring property, Cronoble’s, occurred in 1983. The winterizing and building of more units continued and the second property, Island View Lodge, was incorporated in 1988.

The property now covers 4,500 feet of shoreline, has over 300 employees, hosts many conferences and continues to make “friends and memories” for many vacationers, just as it did in the 1940s. The growth continues as we see the completion of the 45-hole Robert Trent Jones, Jr. Golf Course, the “Legacy Courses at Cragun’s.”

For additional information on Cragun’s Conference & Golf Resort, call 1-800-272-4867 or 218-825-2700 (www.craguns.com).

Eric Hynnnek is president of the Minnesota Seaplane Pilots Association. For additional information, contact him at 651-210-1220, or via email at erichynnek@comcast.net (www.mnseaplanes.org).

Border Crossing Requirements Now Mandatory

Beginning Monday, May 18, 2009, general aviation pilots entering or departing the U.S. must comply with the new border crossing requirements of the “Advance Information on Private Aircraft Arriving and Departing the United States” rule issued late last year by the U.S. Bureau of Customs and Border Protection (CBP). At least 60 minutes prior to departure, pilots must transmit advance notice of arrival and/or departure, as well as traveler manifest information, to CBP via the Electronic Advance Passenger Information System (eAPIS) https://eapis.cbp.dhs.gov/, or through an authorized third-party vendor. Failure to comply will result in a $5,000 fine for the first violation and $10,000 and/or jail time for subsequent violations.

The rule has been in effect since December 18, 2008, but became mandatory on May 18. EAA and other associations voiced opposition to the rule because many remote takeoff and landing sites lack Internet-capable facilities, and current CBP rules already require small GA aircraft to stop at designated CBP airport ports of entry for passenger and cargo customs clearance.

EAA has developed a “kneeboard fact sheet” you can download for preflight planning at http://www.eaa.org/news/2008/customs_information.pdf. In the mean time, pilots can register at any time and set up an account at the eAPIS website. The system will allow you to enter your outbound and inbound flight and passenger information prior to your initial departure point. EAA members are encouraged to contact EAA Aviation Services with questions and/or problems they may have with this new CBP process at 888-322-4636 or via e-mail at info@eaa.org.
OSHKOSH, WIS. – EAA has reinforced the reputation of its annual fly-in as a one-of-a-kind showcase of aviation’s innovations, unique accomplishments, and wide-ranging interests in announcing that the Airbus A380 is coming to EAA AirVenture-Oshkosh 2009. For the first time in North America, AirVenture will provide the opportunity for the global aviation community and the public to admire the world’s largest passenger airliner on static display and in flight.

The A380 will arrive and perform a flight demonstration to kick off the Tuesday, July 28 air show. After commanding the stage through the remainder of the week on AeroShell Square, AirVenture’s main aircraft showcase area, it will open the air show again on Friday, July 31 with a flight demonstration before its departure.

“I’m pleased that Airbus chose EAA AirVenture-Oshkosh as its first occasion in North America to provide an up-close and personal look at the A380,” said Tom Poberezny, EAA president and AirVenture chairman. “The aircraft will stand out among the impressive lineup of features and attractions coming this year. The A380 represents an amazing feat of aircraft design, engineering, and construction... and it will hold the distinction of being the largest passenger aircraft ever to have filled our sky and rolled onto our ramp,” he said.

“The Airbus team is very grateful to EAA for hosting the A380 this summer,” said Airbus Americas Chairman T. Allan McArtor. “We have been looking forward to bringing the aircraft to AirVenture, where the innovative accomplishments of global aviation take the spotlight. It makes perfect sense for the A380 to be featured at Oshkosh – not only...
EAA AirVenture Oshkosh | July 27-August 2, 2009

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WARNING

EAA Oshkosh may cause unexpected friendships, unavoidable enthusiasm, unlimited resources, unconventional opportunities, and uncontrollable dreams.

July 27-August 2, 2009

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because it is the largest passenger aircraft in history, but also because the remarkable A380 would not have been possible without the considerable support of our airline- and supplier-partners from around the world who worked with us over many years to make the aircraft a reality.”

The A380’s visit marks the second time this decade that Airbus has brought a crowd-pleasing aircraft to EAA AirVenture-Oshkosh. In 2003, the Airbus A300-600ST (known as the “Beluga”) made an appearance in honor of the 100th anniversary of the Wright Brothers’ first flight.

EAA and Airbus are making plans for Airbus officials to tell their story at AirVenture. Announcements of details will follow. Additionally, Airbus hosts will be on hand with the A380 as it stands on AeroShell Square.

Wittman Regional Airport officials are making special preparations for the arrival of the A380, including the removal of some taxiway lights.

The airport’s contribution to the success of EAA AirVenture-Oshkosh is significant, but the economic benefit to Oshkosh, Winnebago County, surrounding communities, and to the state of Wisconsin, far exceeds the cost.

EAA AirVenture-Oshkosh is the world’s greatest aviation celebration and EAA’s yearly membership convention. This year’s event takes place July 27 - August 2. EAA members receive the lowest prices on admission rates. Additional EAA AirVenture-Oshkosh information - including the convenience and savings of advance online admission purchase - is also available at www.airventure.org. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit www.eaa.org.

Other major features of this year’s event will include Virgin Galactic’s WhiteKnightTwo mothership “Eve;” the cockpit crew of U.S. Airways flight 1549 (http://www.midwestflyer.com/jeffinterview.html); observation of several historic aviation anniversaries; celebration of aviation’s role in humanitarian activities; spectacular warbirds demonstrations; a star-studded cast of air show performers; a concert by the Doobie Brothers; the comedy of Jeff Dunham; 10,000 aircraft; 2,500 show planes; 800 exhibits; 500 forums and workshops; nightly movies in the outdoor theater; stage shows and special programs in Theater in the Woods; the opportunity to meet dozens of aviation celebrities during special autograph sessions and programs; and the opportunity to fly in and share aviation’s greatest summer event with fellow pilots and aviation enthusiasts.

Lycoming Shares Expertise On Future of Aviation Fuel ...
Series of Educational Programs To Continue At AirVenture

WILLIAMSPORT, PA – Lycoming Engines, a Textron Inc. company, first approved an unleaded fuel for use in its engines in January 1995. Now the company is sharing its expertise on alternative fuels in a series of programs to educate the general aviation community on the issues manufacturers face in designing the products of the future.

The programs started in April at Aero Friedrichshafen 2009, again at the 34th Annual Federal Aviation Administration Forecast Conference in Washington, D.C., and will continue with a program on alternative fuels at EAA AirVenture 2009, scheduled for July 27 through August 2 in Oshkosh, Wis.

For information on engine models approved for use with this fuel, log on to www.lycoming.com and find Service Instruction 1070p under the “Support” tab.

1940s Style Hangar Dance To Be Held In Madison

MADISON, WIS. – It’s the cat’s meow! Re-live the 1940s era by attending the hangar dance at Wisconsin Aviation, Dane County Regional Airport, Madison, Wis. on Saturday, July 25, from 7:00 p.m. - 10:00 p.m., featuring the big band music of “Ladies Must Swing” – a jazz band consisting of 18 energetic women (www.ladiesmustswing.com). Vintage wear is encouraged and there will be prizes for the best dressed couple and best dancers.

Food and beverage proceeds will benefit the Community Action Coalition, a local organization committed to reducing poverty in Dane, Jefferson and Waukesha counties. While buying your beverages and sandwiches for a good cause, help the environment by bringing your own 16 oz beer mug!

Tickets are $15. Purchase your tickets now and mark your calendar! Tickets may be purchased in advance by contacting ladiesmustswing@yahoo.com, or at the door.
OSHKOSH, WIS. – The success of last year’s inaugural “WomenVenture” gathering has inspired EAA and Women in Aviation International to unveil plans for more programs and activities this year at EAA AirVenture Oshkosh. The 57th annual EAA fly-in convention, will be held July 27-August 2 at Wittman Regional Airport in Oshkosh. Although WomenVenture activities will take place throughout the week, several events will be focused on Friday, July 31.

The week will start with EAA’s annual Women Soar days for high-school age girls on July 26-28. This program matches these girls with mentors in aviation, aerospace, the sciences and other fields.

On Friday, July 31, there will be a Celebrity Breakfast featuring air show performers Julie Clark and Patty Wagstaff, and John and Martha King of King Schools. Reservations can be made by calling (937) 839-4647.

The second annual WomenVenture group photo on AeroShell Square will take place at 10:30 a.m. on Friday, and the afternoon air show will feature all women pilots and performers.

The Friday evening program at EAA’s Theater in the Woods will be hosted by WAI President Dr. Peggy Chabrian, and renowned aviation educator Martha King, and will feature space shuttle commander Eileen Collins, U.S. Air Force pilot Jill Long, air show performer Julie Clark, and Jessica Cox, the first person born without arms to earn a pilot certificate by flying with her feet.


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OSHKOSH, WIS. – “Change is inevitable,” someone once said, and so EAA welcomes the changes on the grounds of EAA AirVenture, Wittman Regional Airport, Oshkosh, Wis.

The photo above was taken April 7, 2009, prior to the completion of the project, which included new road construction and layout of the grounds, and prior to the removal of the old air traffic control tower, which has now been completed. Here are some highlights of the project:

1) The Main Gate is at the bottom of the ‘V,’ about 200 yards to the west. If you follow the taxiway to AeroShell Square, you can see the little black T, which is the Cirrus Aircraft tower, which was just inside the old main gate.

2) The ‘V’ itself goes northeast and southeast from the main gate. Only pedestrians and trams will be allowed on these thoroughfares.

3) The bus stop loop, just to the left of the new main gate, is about twice the size of the old one. The museum shuttle will now operate from that location, too.

4) The new Flymarket/Aeromart area is just below and to the right of Exhibit Hangar D, and just above the EAA South Maintenance area.

5) The new exhibit spaces are just east of the new control tower, where such spaces as the International Visitors Tent, Chapter House and Young Eagles building once stood.

6) Forest Home Avenue, the road just outside the main gate, now swings a little more to the west to accommodate the new admissions area.

7) You can see a little of the new Vintage Workshops Hangar in the grove of trees just to the right of AeroShell Square.

For more site updates, including a weekly blog by EAA Facilities & Grounds Manager Steve Taylor, go to www.airventure.org.
OSHKOSH, WIS. – A replica of the Wright brothers’ first production airplane, the Wright “B” Flyer, will make its North American public flying debut during the 2009 EAA AirVenture fly-in at Wittman Regional Airport in Oshkosh, Wis. The 57th annual edition of EAA AirVenture will be held July 27-August 2.

The “Silver Bird” replica was built by Dayton, Ohio-based Wright “B” Flyer Inc., which already owns two other look-alikes of the Wright brothers’ first production airplane. The group constructed the airplane to be a flying aircraft that would detail Dayton’s aviation heritage as the hometown of the Wrights.

The aircraft is scheduled to begin flight testing early this year and perhaps take part in aviation festivities this summer in Europe before coming to Oshkosh. A possible event in Reims, France, would commemorate the 100th anniversary of the Gordon Bennett Cup, often regarded as the first major air race in history.

The Wright “B” Flyer group launched the Silver Bird project in 2007 with the intent of creating a replica aircraft that could be shipped internationally for exhibition flights. The design used steel frames, wooden wing ribs and fabric covering. Modern technology allowed such advancements as engineering software and laser cutting and machining tools. The finished airplane is stressed for 3.8 positive Gs while maintaining the original appearance of the Wrights’ design (www.wright-b-flyer.org).

The Wright B Flyer appearance will be one of the highlights of EAA’s activities commemorating 100 years of air racing during EAA AirVenture 2009.

Additional EAA AirVenture information, including advance ticket purchase, is available online at www.airventure.org.
ST. CLOUD, MINN. – St. Cloud State University, St. Cloud, Minn., is entering a new dimension in aviation education in creating an Air Traffic-Collegiate Training Initiative (AT-CTI) program. AT-CTI is a program accredited by the Federal Aviation Administration, and complements FAA’s air traffic control training program in Oklahoma City, Okla. The program is designed to establish partnerships with educational institutions and to broaden employment opportunities in the FAA. While AT-CTI graduates are not guaranteed employment, the FAA considers the AT-CTI program a valuable hiring source for Air Traffic Control Specialists (ATCS).

Schools are expected to teach the subjects that encompass the FAA’s Air Traffic Basics Course; ensure that college graduates have a broad knowledge of the aviation industry; and possess the requisite knowledge, skills, and abilities to succeed at the FAA Academy.

Upon successful completion of the AT-CTI program, students are required to achieve a passing score on the Air Traffic Selection And Training (AT-SAT) test battery, attend the FAA Academy, and successfully complete initial qualification training.

There are now 31 college campuses nationwide that have AT-CTI programs. In addition to St. Cloud State University, in the Midwest there are programs at Kent State University, Kent, Ohio; Lewis University, Romeoville, Ill.; Minneapolis Community & Technical College, Eden Prairie, Minn.; Purdue University, West Lafayette, Ind.; and the University of North Dakota, Grand Forks, N.D.

The FAA says that it will be hiring 17,000 air traffic controllers over the next 10 years. Currently, 45 percent of new hires come directly from AT-CTI programs, and this percentage is expected to increase.

For additional information on the AT-CTI program at St. Cloud State University, contact Dr. Steven L. Anderson, Aviation Department Chair, at 320-308-2107 (www.StCloudState.edu/Aviation). In addition to the AT-CTI program, St. Cloud State University offers a Bachelor of Science in Aviation with majors in Professional Flight, Management, Operations, and Aviation Maintenance Management.
We all know the sorry statistics. Over the last 30 years or so, the general aviation (GA) pilot population has decreased by 25% from about 800,000 to 600,000 today. The World War II generation has dwindled dramatically, and the baby boomers are getting older too. The average GA pilot’s age continues to rise. These grim demographics predict further, and perhaps steep, declines in the coming years in the number of pilots who fly for personal business or pleasure.

As pilot numbers continue to decline, the ability to exercise political influence drops as well. This is not a good thing, especially with the looming battles over access to airspace and airports, and increases in user fees, security regulations and equipment requirements. General aviation has not been well understood by or popular with the public at large for a long time now, and has recently become a favorite whipping boy of the political class, on local, state and federal levels.

Efforts have been made for years to attract new people to aviation. AOPA and EAA have been especially active in these campaigns. The new Sport Pilot-Light Sport Aircraft rule has raised hopes that new segments of the population might be attracted to aviation through this new entry point. But for now, despite these substantial efforts, the number of active pilots continues to go down.

Enter Amy Gesch, a 19-year old, recently minted Private Pilot and a soon-to-be sophomore at Minnesota State University at Mankato, double majoring in Aviation and Economics. Amy learned to fly in Steve Krog’s Piper Cubs at Hartford, Wisconsin, where he and his venerable taildraggers obviously instilled in her a passion for flying, in addition to solid stick and rudder skills.

Having found aviation on her own, Amy is passionate about trying to spread the good news to other young people, primarily through her blog, entitled “A Flying Story, A Dialog About Youth Involvement in Aviation.” Maybe we can all spread the news about Amy, thereby helping her in her crusade to interest other young people in personal flying. Here’s how we might do it.

First, get to know Amy by visiting her blog at http://aflyingstory.blogspot.com/.

I have read (and written) much about the wonder and excitement of flying, but I had to smile as I read of Amy’s exploits in the Cub, expressed in a way that reflects her youth and
enthusiasm. Offer a comment on her blog, if you feel so inclined, from which she might get useful ideas, or gather renewed energy for her efforts, at least from knowing that we appreciate what she is doing.

My favorite post in A Flying Story so far is the April 11, 2009, entry entitled “Life Worth Living: Don’t Bring Me Down,” in which Amy describes a trip home from college in a friend’s Luscombe to fly her beloved Cub back at Hartford. Here’s a small sample of that post:

For the record: Steve’s Cub has a C-85 with the O-200 crank, so it makes about 103 hp... in an airplane that originally flew with 40. With 110 lbs of me and 100 hp, that Cub gets going! I barely had the throttle forward and the tail up before we popped off the ground. Climbing at 60 put me at 500 feet before reaching the end of the 3,000 ft. paved runway... NICE! The first takeoff went kind of like this: Wait for the Warrior flying the 747 pattern, check downwind, base, and final... take the runway, power forward, and I exclaimed “WOO-HOO-HOOHOOOOOOOOOOOOO!!!!” as we nearly roared heavenward. (I realize that “Cub” and “roared” do not go together, but it sure felt like it!). I laughed out loud gleefully at the controls of my favorite airplane, and favorite Cub. This is too good to be true!

And I thought I was the only one who went “WOO-HOO-HOO-HOOO!” upon advancing the throttle on take-off!

Maybe we can help Amy spread the word in other ways as well, such as by finding ways in our own communities to bring her and her blog to the attention of our young people who are probably not aware of the accessibility of this much fun and excitement out at the local airport. Local papers, radio stations and computer-based community discussion forums are among the possibilities. These media outlets are often interested in positive, uplifting human interest stories, especially about young people. The key is to get the word out beyond the flying faithful, who have long since seen the light.

Amy concludes the April 11 post with this:

“I was trying to explain just how awesome my day was to someone... and I realized that you cannot possibly convey that through emotionless text. I tried, and then told him we’d go Cub flying someday and I really hoped he’d be one of the ones who got it. It’s moments like these when I realize why I want this blog to help others become involved. I’m overflowing with a passion and love for flying, and it would be criminal not to share it. I want others to know, and to feel, the way I do when the sheer joy of flight causes me to laugh gleefully.”

Amy’s right. It would be criminal not to share her passion and love for flying. Let’s see what we can do to help.

JANESVILLE, WIS. – The 2009 “Kevin Wixom Memorial Scholarship” has been awarded to Larry Westberg, Milton, Wisconsin, and Rob Oman, Janesville, Wisconsin, by the family of the late Kevin Wixom of Janesville, Wisconsin. Kevin Wixom was a graduate of Blackhawk Technical College’s Aviation Maintenance Technician program, and a respected leader in the aviation community before his death from pancreatic cancer. The Kevin Wixom Memorial Scholarship is made possible by the generosity of Richard and JoAnn Wixom, and Kevin Wixom’s widow, Nancy L. Wixom.
Midwest Student Places in National Aviation Art Contest

WASHINGTON, DC – The National Aeronautic Association (NAA) and the National Association of State Aviation Officials (NASAO) have announced the U.S. winners of the 2009 International Aviation Art Contest held at the Smithsonian Institution National Air and Space Museum in Washington, DC, and one Midwest student is among them.

Devin Turner of Madison, Wisconsin, placed third in the 14-17-year-old category. Turner has placed five times in Wisconsin, and this is his third national award. Devin has always loved aviation and received his first flight lesson in 2003 from the Wisconsin Bureau of Aeronautics for the Aviation Art Contest. He subsequently took flying lessons at Morey Airplane Company in Middleton, Wisconsin. After graduation from high school, Turner will be attending Marquette University in Milwaukee to study Mechanical Engineering, and he intends to focus on aeronautic and automotive challenges.

The contest sponsored by NAA and NASAO in cooperation with the Fédération Aéronautique Internationale (FAI), is designed to motivate and encourage young people of FAI member nations to become familiar with and participate in aeronautics, engineering, and science.

To be eligible for the national judging, students participated in statewide art contests and were first, second or third place winners in three age groupings. NASAO, which manages the national competition, received 198 drawing and painting entries from 22 states. More than 3,600 students submitted their work in the state contests.

All national winners receive certificates, ribbons and a framed reproduction of their artwork. Their original artwork will be forwarded to FAI headquarters in Lausanne, Switzerland for the international judging in April.

An electronic reproduction of the 2009 award-winning artwork is available for viewing on NASAO’s web page (www.nasao.org).
NASAO represents state government aviation agencies which serve the public interest in all 50 states, Puerto Rico, and Guam.

From Devin:
“I have always loved to fly, and I was even able to solo three days after my 16th Birthday. Though saving for college has diminished my funding for flight lessons, I have still been able to express my love of aviation in other ways such as the NAA Aviation Art Contest. This contest has been a wonderful opportunity for me, and I have been fortunate to have had several successful entries. I love art and aviation, and I hope to continue my passion next year at Marquette University where I will be studying mechanical engineering and business.

Aviation has provided a wonderful opportunity for me, especially as a high school student, to grow in many different ways, and I would like to thank my family for all of the support that they have provided over the past four years. Music and athletics are also an important part of my life, and though it will be sad to leave my seat as concertmaster of the Edgewood Orchestra, I hope to pursue these interests as well next year.”

Youth Aviation Adventure Program In Eau Claire

EAU CLAIRE, WIS. – Youth from around Wisconsin’s Chippewa Valley and other area communities, ages 12-18, will have the opportunity to explore future career possibilities when Eau Claire, Wisconsin, hosts its first annual “Youth Aviation Adventure” (YAA) program September 12, 2009 at Chippewa Valley Regional Airport.

Experienced volunteers from Wisconsin and Minnesota will use hands-on techniques to teach participants about the mechanical aspects of planes, aerodynamics, and careers in aviation. Jack Fay of Eau Claire is the coordinator for the event. Pilot and astronaut, Story Musgrave, will be the featured speaker.

Registration for the kids and chaperones is required and may be completed through a downloadable form on the Eau Claire YAA website, which will be available in August. In the meantime, contact Jack Fay at (715) 514-2434, or via email at fip@mindspring.com (http://www.youthaviationadventure.org).

YAA was founded in 1997 and is based in Ohio. Founders Dan Kiser and Steve Wathen originally started the program as a way to allow Boy Scouts to earn the Aviation Merit Badge. The program has expanded and is now held in communities around the nation. YAA has also recently partnered with the Federal Aviation Administration (FAA) to provide young people with an even better experience.

Massachusetts native Story Musgrave, 73, is an aviation veteran with decades of experience. Musgrave started his flying career as a Marine and later worked with NASA, where he was an astronaut for 30 years. He has flown over 18,000 hours in various aircraft, participated in six spaceflights, and was the lead spacewalker in the mission to repair the Hubble telescope. Outside of aviation, Musgrave is an accomplished scholar with graduate degrees in seven fields of study, including chemistry, math, medicine, and computers. For more about Story Musgrave, please visit his official website at http://www.storymusgrave.com.

Powder Puff Pilot Sponsors Future Women Pilots

AURORA, COLO. – Powder Puff Pilot, a Denver-based web retailer that specializes in pilot gear and accessories for women, is sponsoring two scholarships for Summer Camp at Wings Over the Rockies Air & Space Museum. Each award provides tuition for the morning session, Science of Flight, for a second- through sixth-grader. During the week-long program, campers learn about the four forces that enable an airplane to fly, complete a flight plan, fly a simulator, and build different types of airplanes. The session concludes with a chance to fly in a real airplane with a qualified pilot from a local EAA Chapter.

Powder Puff Pilot is providing two half-day admissions to Summer Camp at Wings (each a $145 value), held at the museum on the former Lowry Air Force Base in Denver. Winners are selected based on their essay, which describes their aviation goal or role model. The objective of the camp is to encourage and inspire girls to pursue aviation.

More information about the scholarship—including eligibility, application forms and deadlines, and session dates—is posted on www.PowderPuffPilot.com/scholarship.
Who should pay?

Who should pay to operate America’s aviation system? The people who use it and those who benefit from it. How should they pay? Through taxes. That’s how it’s been done for nearly 100 years, and it has worked. Under this system, the United States has built one of the safest, most accessible aviation networks in the world.

But that success could be threatened by an Obama administration plan to fundamentally change the way we pay for our aviation system. The Obama budget would impose more than $9 billion in user fees on aviation in 2010 and cut the General Fund contribution to the FAA. By 2011, user fee charges could exceed $11 billion.

Equally alarming for pilots is language laying the groundwork for general aviation to pay a much larger share of the FAA’s budget. In short, user fees would shift the cost of operating the air transport system from the heaviest users—the airlines—to GA. And fees would have a disproportionate effect on general aviation. Why? Because unlike the airlines, we can’t share our costs with hundreds of passengers; we must pay from our own pockets.

And the problems go deeper. Safety could be compromised if GA operators try to cut costs by choosing not to file flight plans or get weather briefings. It has happened in other countries and it could happen here.

Fees for essential services, like access to weather information, air traffic control, and airports could put general aviation out of business. And that would hurt everyone. General aviation provides access and services to isolated and rural communities throughout the United States. It provides lifesaving medical, firefighting, and disaster relief services. And it supports a whole range of industries, from agriculture and fishing to news gathering and law enforcement. So whether you fly or not, you are a beneficiary of GA.

The dangers of the proposed user fee system for funding aviation are clear. Help us keep the U.S. aviation system strong and keep general aviation flying. Visit www.GA-servicesAmerica.com to find out more.

Craig Fuller
AOPA President and CEO

For more information on the Aircraft Owners and Pilots Association and the issues that affect your flying go to www.aopa.org today.
GA Serves America Campaign
To Build Understanding Of General Aviation

Surveys have indicated that many people, including some elected officials, do not understand the value of general aviation to this country. On April 20, 2009, AOPA President Craig Fuller announced one of AOPA’s largest, most important campaigns in its 70-year history: “General Aviation Serves America.” The campaign will help correct the lack of understanding about the myriad of ways general aviation contributes to the nation’s communities, transportation system, and economy by telling the stories of ordinary people who use and benefit from general aviation. To learn more about the campaign and to offer your story as to what general aviation does for you, please visit the website: www.gaservesamerica.com.

Each spring, the AOPA regional representatives meet at AOPA headquarters in Frederick, MD (near Washington, DC) to review issues in the various regions, to compare notes and ideas for solving those issues, and to look to the future. This year we spent one day of our meeting at the National Association of State Aviation Officials’ annual Washington Conference discussing issues of mutual interest. AOPA regional representatives work closely with state aviation officials on many issues throughout the year. This meeting was a great opportunity to discuss our common goals. AOPA President Craig Fuller was the luncheon speaker that day, and AOPA staff and regional representatives made good use of the time to network with federal and state aviation officials. The AOPA regional representatives also spent a day at the AOPA DC lobbying office and a day at the headquarters in Frederick.

I always look forward to the spring meeting and always return home proud to be associated with such dedicated and enthusiastic aviation people.

As I have mentioned in the past few columns, the state of Michigan has been seeking new ways to fund transportation, including aviation. Previously, a bill was introduced in the last state legislative session seeking to raise the state aviation fuel tax from $.03 per gallon to 3% of the wholesale fuel price. AOPA opposed that bill, which died with the close of the session. However, sources have indicated that another bill will be introduced before the current session ends. I attended the Legislative Luncheon at the Michigan state capitol co-sponsored by the Michigan Business Aviation Association and the Michigan Association of Airport Executives. Again, the talk was about raising fees to aviation. Be assured AOPA will strongly oppose any bill that provides no benefit to our members.

I also recently attended the annual Minnesota Airports Conference in St. Cloud. There seems to be little hope of having the $15 million, which was transferred from the state aviation trust fund to the general fund, returned this session. The state has extreme budget problems. (Don’t we all?) However, the state has been able to provide the necessary matching funds to receive airport grants under the federal Airport Improvement Program, at least so far.

Minnesota Department of Transportation Office of Aeronautics Director Gary Workman has announced his retirement, effective July 2009. The department is seeking his replacement. Applications were due at the department no later than May 18.

I was able to spend a little time at Sun ‘n Fun in Lakeland, Fla. in April. AOPA has become a major sponsor of the event and held a number of seminars on various aviation topics at its pavilion next to the museum, and also greeted attendees at its big yellow tent in the exhibit area. AOPA President Craig Fuller made a presentation at the pavilion one evening and took questions from the audience for a lengthy time after his remarks. Although the aircraft manufacturers have laid off thousands of employees and greatly reduced their production, I think most are preparing for a vibrant comeback when the economy stabilizes. The exhibitors I talked with were upbeat about the future of general aviation and so am I. If you haven’t attended Sun ‘n Fun, you should consider combining it with a vacation next year. There are a lot of interesting seminars, over 500 exhibitors demonstrating their latest aviation products, and of course, the camaraderie of being with fellow aviators. The glorious Florida spring weather is another plus.

To learn more about these and other issues, please go to the AOPA website: www.aopa.org. Take a look at the “Let’s Go Flying” program and the GA Serves America site I mentioned earlier. Of course, you should start planning for your trip to AOPA’s first Aviation Summit to be held at Tampa, Fla., Nov. 5-7, 2009.

AOPA Aviation Summit Tampa, Florida November 5-7, 2009 www.aopa.org
Paying The Price!

by Craig Fuller
AOPA President & CEO

Everything comes at a price—and flying is no exception. Those of us who fly understand that there are costs associated with providing the services that make modern air transportation possible.

Historically we have covered those costs through excise taxes on fuel and tickets plus contributions from the general fund. The system is efficient and effective. And it makes sense—having a safe, modern aviation network benefits the entire nation the same way having a good highway system does. So, just as part of the cost of road maintenance is borne by every American, whether they drive or not, so part of the costs for aviation infrastructure should be paid by the general public.

But the new Administration seems determined to radically reduce general fund support for aviation in America even while seeking authority to spend billions of dollars from the general fund for other modes of transportation. The idea, according to recently released budget details, is to fundamentally change the way we pay for the aviation system by drastically reducing the general fund contribution while imposing more than $9 billion in user fees in 2011, with the figure climbing to more than $11 billion in later years.

That means shifting the expense of operating the aviation infrastructure—infrastructure designed for and used by the airlines—increasingly to general aviation. While the airlines can divide their fees among the hundreds of passengers on any given flight, general aviation operators must pay the costs entirely from their own pockets or the resources of their small businesses.

GA is not the source of air traffic congestion or delays. Most GA flights avoid the nation’s 500 commercial airports in favor of the more than 5,000 small airports serving communities of all sizes. And, while airlines tend to follow the same routes to the same destinations, GA aircraft fly on the periphery of the system, taking the “back roads” to their destinations.

We can’t allow a poorly conceived user fee plan to force general aviation out of business, putting an end to its use in law enforcement, firefighting, disaster relief, and transportation among communities not served by the big airlines. We are working hard to ensure that our aviation system continues to be among the best, most accessible, and safest in the world. You can help. Visit www.GAservesAmerica.com today to be part of the solution.
“World of Aviation” Returns To The Airways

EDEN PRAIRIE, MINN. – Thunderbird Aviation at Flying Cloud Airport in Eden Prairie, Minn., and Minneapolis Crystal Airport in Crystal, Minn., is pleased to announce that both Al Malmberg and the “World of Aviation” are back on the air and available anytime via a weekly podcast at www.thunderbirdaviation.com.

Al Malmberg, a well respected Twin Cities radio personality currently working for KSTP Radio, and former host of the “World of Aviation” on WCCO 830 AM, will interview intriguing, unique and inspirational guests each month, and bring his unique storytelling style as he recants his personal adventures flying.

The World of Aviation is a Minnesota institution, which originally took to the air on WDGY Radio in 1947, and then on WCCO Television in 1953. Sherm Booen, a 1995 Minnesota Aviation Hall of Fame inductee and 2002 Minnesota Broadcasters Hall of Fame inductee, created, hosted, and produced the World of Aviation, which was the world’s only regularly scheduled aviation television program. The show ran for 28 years until Booen’s retirement in 1982. Thunderbird Aviation, together with Al Malmberg, resurrected the program in 2004 to help promote general aviation.

“We are excited to once again be able to reconnect Al’s listeners to the ‘World of Aviation.’ Thunderbird Aviation is committed to general aviation and to the people who are part of this great industry, and I believe that having this program on the air will bring more people into aviation and accurately tell the unique stories of the people who make our aviation community great,” commented Nancy Grazzini-Olson, President of Thunderbird Aviation.

To listen to the World of Aviation, simply follow the link on www.thunderbirdaviation.com.

Pilot/Broadcaster, Paul Harvey Dies

CHICAGO, ILL. – Radio commentator Paul Harvey died February 28 at the age of 90 in Phoenix, Arizona.

A broadcast legend whose career spanned more than 70 years, Harvey was heard by more than 25 million listeners on the ABC Radio Network, over 1,000 radio stations, broadcast from Chicago or Phoenix.

Harvey was an avid pilot who served in the U.S. Army Air Corps. He was both a member of the Aircraft Owners & Pilots Association (AOPA) and Experimental Aircraft Association (EAA). Harvey funded the “Paul Harvey Audio-Video Center” at EAA headquarters in Oshkosh, Wisconsin.

Paul Harvey Remembered

Dear Editor:

In 1959, I was a captain in the United States Air Force, based at Offutt Air Force Base, Omaha, Nebraska. I was assigned to the 3902 Air Base Wing of the Strategic Air Command, flying the T-Bird (Lockheed T-33) as an instructor pilot.
Each weekend I or another T-Bird instructor would be put on telephone standby alert to fly, if a mission arose.

This particular weekend was my turn to standby. A mission came up to fly a VIP (this time a celebrity) on a local one-hour jet orientation flight. Expected arrival time for the special passenger was 1000 hours, and scheduled takeoff time was 1100 hours. The time in between was to be used for personal equipment fitting: helmet with attached oxygen mask, seat type parachute with automatic opening timer, and ejection seat briefing. The operation of the ejection seat was serious business and quite involved.

1000 hours came around, but no VIP. At 1030 hours, a phone call came in, “cancel the flight, passenger ill, can’t make it!” Disappointingly, I took off my flying gear and went back home, contemplating this missed celebrity encounter. “And now, the rest of the story:”

On this occasion, I thought I would have the pleasure of meeting him to take him for a spin in a jet, but our paths didn’t cross. I had seen him occasionally on TV, but it was his radio voice, signature phrases, and the way he would deliver the news that would be instantly recognizable to almost anyone. By the way… this world famous commentator and newsman, who very recently passed away in a Phoenix, Arizona hospital at the age of 90, was Paul Harvey. And now you know the rest of the story.

Maj. Roy C. Ihde (USAF Ret)
Green Bay, Wisconsin

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**Minnesota Governor Signs Into Law Airport Investment Bill**

ST. PAUL, MINN. – On May 16, Minnesota Governor Tim Pawlenty signed into law the Capital Investment bill, HF 855, with several line item vetoes. The three aviation projects, the Alexandria, Minn. Aircraft Surveillance Facility ($2 million), Bigfork Airport ($1.7 million), and the Duluth International Airport Terminal Building ($4.9 million) were not among the projects vetoed.

Spearheading the lobby efforts on behalf of the aviation community was Ray Strege of Short Elliott Hendrickson of St. Paul, Minnesota. Strege has worked with members of the Minnesota Council of Airports, Minnesota Business Aviation Association, and Minnesota Aviation Trades Association to help encourage the aviation community to contact their legislators and the governor to express how important these and other airport development projects are to Minnesota residents.

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**Duluth Air Guard Receives Award**

DULUTH, MINN. – The Chief of Staff of the U.S. Air Force (USAF), General Norton Schwartz, has informed the Director of the National Guard, General Craig McKinley, that the 179th Fighter Squadron at Duluth International Airport is the recipient of the 2008 Raytheon Trophy for its accomplishments in fiscal year 2008. The Raytheon Trophy, formerly known as the Hughes Trophy, is awarded for outstanding performance to a USAF or Air National Guard fighter unit with a mission in air defense or air superiority. Units are judged on performance, exercise participation, inspection results, and squadron and individual achievements. The 179th/148th is only the fourth ANG unit, and the second F-16 unit, to win the trophy since its inception in 1953. The 179th Fighter Squadron was deployed to Hickam and Elmendorf Air Force Bases, to Minneapolis for the Republican National Convention, and to Joint Base Balad.

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Is An Airman Required To Disclose An Expunged Conviction On An Application For A Medical Certificate?

by Greg Reigel
Attorney At Law

A recent National Transportation Safety Board (NTSB) opinion hints at, but does not expressly state, how the Board would view an airman’s failure to disclose an expunged criminal conviction on an application for a medical certificate. In Administrator v. Spyke, the Federal Aviation Administration (FAA) issued an emergency order revoking all of the airman’s certificates based upon his alleged failure to disclose a criminal conviction on his application for medical certificate. At the hearing, the airman argued that he did not disclose the conviction because he believed that his criminal attorney had obtained an expungement of the conviction. However, the administrative law judge (ALJ) found that the airman’s conviction had not been expunged and the airman’s claim that he reasonably believed otherwise was not credible. The ALJ affirmed the FAA’s order of revocation and the airman appealed the decision to the full Board.

On appeal, the Board initially observed that it will not disturb the ALJ’s credibility determinations “absent a showing that they are clearly not supported by the record evidence.” It then found that the airman’s claims that he did not attempt to ensure his conviction was expunged prior to completing his application for medical certificate and that he believed his conviction was expunged when he submitted his application were “inherently incredible.”

With respect to the issue of whether an airman’s failure to disclose a conviction would be justified by an expungement of the conviction, the Board refused to decide the issue because the airman’s conviction had not, in fact, been expunged. However, the Board did give some indication of how it might decide the issue in a situation where such a decision was required.

The Board initially stated that “we are skeptical whether an expunged felony conviction should justify answering ‘no’ to question 18w notwithstanding an applicant’s knowledge of the underlying conviction giving rise to any expungement.” However, it went on to note that if an “expungement could in some limited circumstances (depending on the terms and scope of the expungement or other deferred adjudication) exonerate an applicant on a charge of intentional falsification for answering ‘no’ to question 18w, we think this would be in the nature of an affirmative defense that a respondent would have to prove. In other words, the exculpatory effect, if any, of an expungement would be through legal operation of the applicable terms of the expungement agreement to nullify culpability for an answer that would otherwise be factually, but not legally, incorrect.”

What does this mean to airmen? First, since it did not actually decide the issue, the Board’s comments are not precedent and do not guarantee how it would rule on the issue. In fact, based upon the Board’s language, the Board may not even consider an expungement as a defense at all.

Second, it appears that any decision relying upon an expungement argument will be very fact-dependent and will rely heavily upon the exact terms and conditions of the expungement. Although this opinion does not give us a definitive answer on the issue, it does provide some indication of how the Board might view the issue. An airman may then be able to tailor his or her arguments accordingly. At least it’s something, I guess.

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

by Dr. John Beasley, MD
Airman Medical Examiner

Okay, so why does the FAA want me to poke and prod perform a skilled medical examination? Actually, if you want, you can just skip this article and look up Title 14 of the Code of Federal Aviation Regulations, Part 67. Just search for 14 CFR 67 to get all the details. On the other hand, if you want some of the rationale behind all that federalese, read on.

Those friendly and good-looking folks at the FAA want assurance in two general areas. First, are you able to do what is necessary to operate an airplane safely? Can you see? Hear? Move arms and legs? Are you smart enough to fill out the forms correctly and not actively hallucinating in my office? In short, do you have the sensory, motor and mental skills that are required to be a safe pilot in command?

Now if there is a question about that, but your condition is stable, you can go to the FAA office and have a Medical Flight Test done or otherwise convince them that you are up to the task. If you are successful, you will get a Statement of Demonstrated Ability (SODA). This says to me, in essence, “Yeah, we know she has vision only in one eye, but she can fly just fine. You can issue a certificate.” You can get a SODA (assuming you pass the test) for monocular vision, hearing loss, paraplegia and a number of other conditions. The main criterion is that the condition is expected to be stable (e.g. you had a leg amputated). Again, there might be a restriction requiring use of some special equipment. The SODA does not expire, but would become invalid if the condition should worsen.

The second area where our friendly feds want assurance is that of possible in-flight impairment. Are you being treated for diabetes with a medication that might lower your blood sugar too far? Do you have kidney stones that might cause incapacitating pain? Do you have a heart condition that might lead to an in-flight heart attack? Do you have a seizure disorder? Are you an alcoholic or using other drugs? How about migraine headaches? They could be bad enough to be incapacitating. These issues are often more of a judgment call, and the standard will vary for the different classes of certificate. Those flying with First-Class certificates will be held to more stringent standards than those of us zipping around in Moones with a Class 3. This is the reason that, as a general rule, you don’t want to apply for a class higher than what you need.

CONTINUED ON PAGE 34
Moving Toward Zero Deaths

by Gary Workman, Director
MnDOT Office of Aeronautics

Summer in Minnesota and Wisconsin is quite often nothing less than spectacular. The shimmering blue lakes, mixed among the vast deep green forests or open prairie is a beautiful sight from the ground, but it is simply stunning from the air. So it is easy to understand what draws aviators to rush to the airport and pull the plane out of the hangar for a flight. In a short time they are taxiing to the run-up point and at some level are dreaming of the instant when the wheels break ground. But in the rush and desire to get into the air, have you, the pilot, forgotten anything? Did you follow all the proper procedures from the beginning until you got into the air?

The reason I am bringing this up is that Minnesota aircraft accidents jumped from 24 in 2007 to 30 in 2008. Even though the 10-year trend analysis shows inclination towards fewer accidents, it concerns me that we are experiencing this increase.

What is causing this increase? Are we forgetting the basics and relying on habit to get through our activities and days. The goal of every aviator, as well as every automobile driver, should be to constantly work toward zero deaths (TZD). The aim of this multi-agency partnership (TZD) is to raise awareness of traffic safety issues and develop tools that can be used to reduce (auto) crashes in Minnesota. We should likewise be doing this throughout aviation.

It can be accomplished, but it requires a high-level of awareness as well as a desire to always follow procedures and stay proficient. It will take consistent communication and the continued cooperation between agencies, organizations, groups and individuals. You, the pilot, are ultimately the key to the success of any endeavor toward improved safety and zero deaths.

Your Office of Aeronautics works hard to help make Minnesota’s airports and seaplane bases the best in the country. The staff is dedicated to aviation and to your safe use of aviation throughout the state. But when our part is done, the rest is up to you. Please make sure you lead by example all the time, but especially when you fly. Let safety be your top priority so that flying is fun for you and your passengers.

Please, take the time to go back and review all the basics of flight preparation and flight itself. I bet you will quickly rediscover something that had been long forgotten. When you do this, you will be getting back to the basics...basic knowledge, basic flying, and basic safety. And the best part is that you will be actively working toward zero deaths.

Flying Around Minneapolis-St. Paul International Airport (MSP)

by Rick Braunig
MnDOT Office of Aeronautics

A few years back I facilitated a user’s group that provided input to the Federal Aviation Administration (FAA) for the expansion of the Class B airspace around MSP. It was interesting to talk with the users of the reliever airports and other surrounding airports and get their input on how the expansion of the Class B airspace would affect them. As a result of that process there is a cutout for gliders operating near Benson’s White Bear Lake Airport and a higher ceiling in the Stanton, Minnesota area to the southeast to accommodate gliders operating there. A last-minute change was the lowering of the airspace just west of Stanton for arrivals to Runway 35 at MSP and departures from Runway 17. Somehow the FAA didn’t factor that into their original proposal. The parallel runways at MSP get the most use and the most protection with the base of the Class B airspace at 4,000 MSL out to 30 miles in line with their 12/30 alignment.

During our meetings the representative from the Aircraft Owners and Pilots Association (AOPA) kept pushing for VFR corridors through the Class B airspace. In other locations pilots have found VFR corridors to be useful. I remember flying a helicopter...
route through Washington, DC back in the 1980s that
allowed us to transit the DC area rather freely. I know
there is still a VFR corridor out in Los Angeles that
allows pilots to transition along the coast going north
and south without talking to air traffic control. The
problem with a VFR corridor here in the MSP area is
that we couldn’t define a route that everyone would
find useful that could avoid the traffic coming in and
out of MSP. There is a lot of traffic that comes from the
west and lands at St. Paul Downtown Airport (STP),
and a lot of traffic that comes from the east and lands
at Flying Cloud Airport (FCM), but in both cases,
some go north, some go south and some come over the
top. Yes, you can get clearance over the top of MSP
transitioning along Runway 4/22 to get from the Flying
Cloud Airport area to the St. Paul Downtown Airport
area and vice versa. This clearance is not as easy to
get as it was before Runway 17/35 opened at MSP, but
occasionally it is available.

The controllers at Minneapolis Approach are
really very accommodating. If you do any flying in
the Chicago area, you know that they are going to
send you over the same points every trip. Here in the
MSP airspace, the controllers will try to help you out
as traffic permits. That is another reason there wasn’t
much interest in establishing VFR corridors. The
pilots did not want to be locked into a corridor if they
could get a more direct route by talking with approach
control.

So there are no issues with flying around MSP then,
right? Well, not exactly. Pushing the Class B airspace
out to 30 miles has resulted in a compaction of the
VFR traffic in the metro area. I find that I see a lot
more King Airs down buzzing around with the Cessna
172s, Mooneys and Pipers. The addition of these higher
speed aircraft into our lower speed environment makes
“see and avoid” even more important.

Every time we fly in and out of the metro area,
we contact approach control for traffic services and I
recommend all pilots use approach control’s services
whether in or under the Class B airspace. There are
so many airports and so much traffic that without the
help of approach control, and transponder collision
avoidance, pilots can find themselves in close
proximity to other aircraft before they realize it. I also
recommend that aircraft operating under the Class B
airspace use their landing lights whenever possible and
look around. Not just in front of them, but over their
shoulders as well.

If you fly out of a metro airport, you are probably
familiar with the traffic pattern, reporting points and
operating areas used at your home airport. But it
amazes me that pilots flying out of one metro airport
can be unfamiliar with procedures for operating
at the other reliever airports. I guess if you base at
uses two tower frequencies and two
ground frequencies depending upon
which runway and taxiway you use. They are really good about telling you which frequency to use as you make the transition from approach to tower to ground control.

The scariest part of my visits to MSP has been taxiing around on the airport. Unlike smaller airports, MSP has multiple taxiways going every which way. We have found that even airline pilots get confused sometimes. You will want to have an airport taxiway diagram in front of you and pay close attention to where you are and who is around you.

I have a friend whose airplane was blown over by jet blast while taxiing at MSP. Use extra caution on the ground and don’t hesitate to ask for progressive taxi instructions. The lights at MSP at night are quite a sight, but taxiing on the airport at night seems twice as hard as it is during the day. With two miles of runway, I recommend a stop and go, rather than landing and parking or taxiing around. Technically, the Metropolitan Airports Commission (MAC) does not allow touch and goes on the ground and don’t hesitate to ask for progressive taxi instructions.

Signature Flight Support is the fixed base operation at MSP, and if you land there, you will have to park at their ramp. They are not at either the Humphrey or Lindbergh terminals, but kind of in between. Driving there they are located along Post Road off Highway 5. Expect to pay a landing fee of at least $56, even if you buy gas from them. The landing fee goes to MAC. If you don’t buy gas at Signature, they will tack on a ramp fee, but with the purchase of as little as 7 gallons, the ramp fee is waived. Like they say in real estate, “location, location, location!”

The FAA has a website where you can find out about safety seminars all over the country. In addition, you can register to receive e-mail messages when safety seminars are planned for your area. The website to access this information is: faasafety.gov

There are a number of conditions which have the potential for in-flight impairment that are “no-no” or automatically disqualifying conditions. These include known symptomatic cardiovascular disease, diabetes, severe behavioral disorders, seizure disorders, alcoholism and several other conditions. However, and I really give the FAA credit for this, the “Authorization for Special Issuance” process has made it possible for many people with these diagnoses to get a certificate.

For example, the FAA used to say, “If you have ever been diagnosed with alcoholism, forget about flying again.” This led to pilots hiding their alcoholism and the FAA realized that it was better to encourage pilots to come forward, confront the problem and get treatment, maintain sobriety and get back in the cockpit. I had no problem recently when I applied for and received permission under special issuance for an alcoholic pilot who was able to bring good documentation that he was maintaining recovery.

Again, if there is a question about whether or not your condition will either qualify you for a SODA or a certificate under Authorization for Special Issuance, it is best to get all the documentation in hand and talk with an Airman Medical Examiner (AME) at a separate visit before you start the certification process. The last thing you (or your AME for that matter) want is to apply and get turned down as this eliminates the possibility of operating in the Sport Pilot category.

Now some things get a little silly, I must confess. If you were not colorblind the first time you took the medical, you are not going to be colorblind this time. No way. But much of the exam is rational. The FAA even eliminated the requirement for a rectal exam. It’s hard to tell who is more relieved by this – pilots or AMEs. It wasn’t great for either of us. Thank you, FAA!
The definition of a precision approach is the one in which an electronic glideslope (GS) is provided for vertical guidance. Today, only the Instrument Landing System (ILS), Microwave Landing System (MLS) and Precision Approach Radar/Ground Control Approach (PAR/GCA) deliver that performance. It is envisioned that the Differential Global Positioning System (DGPS) will provide standard Category I to even Category III (LAAS only) precision approaches.

So regardless of the future navigation technologies, the art and the technique of flying precision approaches will not change. The idea is still to have azimuthal and vertical guidance provided to the point, very close to, and aligned with the runway, from which an airplane could continue to land under visual conditions without changing track or inertia. The most dangerous part of every precision instrument approach is this transition to visual conditions and the final letdown from the decision altitude (DA). That is why one has to be laterally and vertically aligned at DA as things happen very fast from there on.

Everything in flying is an exercise in aircraft energy management. The airplane possesses kinetic energy represented by its airspeed, potential energy represented by altitude, and chemical energy stored in fuel and shown on fuel gauges.

Flying good precision approaches also requires fine energy management. One can pitch up a little bit, and slow down a little bit, while gaining some altitude as a byproduct. By pitching down we accelerate and lose some altitude simultaneously. This is the short-term energy transfer between the airplane’s potential and kinetic energy reservoirs, which we call the “law of the roller-coaster.” This law is always present, but at slow airspeeds we cannot trade much kinetic energy to buy altitude and we risk stalling – not a good thing! Ever present drag will work to ultimately deplete both energy reservoirs unless energy enters the system through engine power.

Approaches in light aircraft are flown on the faster side of the flight envelope and at 100 knots, for every knot lost (pitch-up), the airplane climbs about 9 feet, and vice-versa. If our airspeed is about 100 knots, then...
Factors To Consider When Making Weather Decisions

by Jeff Taylor
WisDOT Aviation Consultant

In my role as an Aviation Consultant for the Wisconsin Department of Transportation, I frequently have the opportunity to meet with groups of pilots throughout the state to discuss aviation safety and related issues. At one of these forums, a pilot asked a difficult, but very good question: Are there any firm or established guidelines to help a pilot determine when weather conditions are bad enough to cancel a planned flight?

We often ask ourselves: Should I fly into the weather conditions that flight service is reporting or forecasting as marginal? Should I take off, even though I’m not comfortable with the way the weather looks? These are questions that all pilots have asked themselves at some point in their flying career. They’re very important questions, too, because the safe outcome of a flight may depend entirely on how they are answered.

Unfortunately, the answers are never clear cut. Sure, it’s possible to come up with some general rules of thumb concerning hazardous weather and what to avoid, but that’s not enough. Accident reports continue to describe situations where pilots knowingly took off into thunderstorm conditions or equally bad weather. So, obviously, rules of thumb, such as “don’t fly through an area defined in a Convective Sigmet,” don’t always translate into real-world application.

The go/no-go decision is, of course, a matter of pilot judgment. While weather conditions are important ingredients in the decision, they are not the only considerations. The other variables are the pilot, the aircraft and its equipment, and the geography along the proposed flight path.

First, let’s consider the weather. We all know it can change fast, especially in the Upper Midwest. We know that forecasts can be incorrect, and we know to be prepared for unanticipated adverse weather by constantly having an alternate airport in mind. But each weather situation is different. The go/no-go decision can be clear-cut, in which case the decision is easily made; or it can be quite indefinite, in which case the decision can be stressful.

Let’s take a clear-cut situation: A Convective Sigmet for a widespread area of moderate icing is forecast along your route. Your route takes you near a center of low pressure, so there’s plenty of lifting, which means tops are apt to be high. There’s plenty of moisture in the air, as shown by close temperature/dew-point spreads at stations along the route, so cloud bases are low. There are mountains along the route, which always make for the worst icing conditions. All of this bad news is backed up by a slew of PIREPS confirming the accuracy of the reports and forecasts.

Here, the decision is easy: Don’t go. But what about situations where things aren’t so definite? Let’s say an icing scenario involves cloud tops reported at a relatively low altitude, and there are no PIREPS confirming actual icing encounters. The cloud bases are right at the minimum enroute altitude, which would keep you clear of any high terrain. Here, icing would seem to be less of a factor, but a possibility nonetheless. You might be able to climb to ice-free conditions on top, or scoot beneath the cloud deck. It is a setting where you would definitely want a safe, alternate plan of action ready in case things turned sour and your PIREP is the first of the day.

For another example, let’s say a high pressure center has moved over your proposed route. Ordinarily, high pressure means good weather. But what if overnight temperatures drop to the dew point and dense fog forms in valleys, and your destination airport is next to a river, surrounded by high ridges? The forecast calls for the fog to burn off, but at daybreak, your destination is zero-zero in fog. It’s wintertime, so it’s been a long, cold night, and the sun won’t burn so high in the sky as the day progresses. Will the fog really burn off by the time you plan to arrive? That may be difficult to predict, even for an experienced meteorologist, so this situation is a tougher call. We could list an infinite number of these tough-call weather scenarios, but in the end, the go/no-go decision should depend on the variables mentioned earlier.

Let’s go back to the icing situations. In the first case, the weather is confirmed bad. Now what about you, the pilot? (We will presume that you already meet the
IMSAFE launch criteria: free of illness, medication, stress, alcohol, fatigue, or emotional upset.) Are you instrument-rated, current on instruments, and experienced and comfortable in flying in those conditions? If so, fine.

In the second case, conditions seem more favorable. If the pilot is instrument-current and has planned an escape route, the flight may not be unduly complicated – if all other available sources of information indicate a go.

How about the aircraft? Is it approved for flight in known icing? Does it have the kind of performance that will let you climb above the clouds? Does it have the necessary system redundancies to let you continue flying safely in the event of a component failure?

Let's say your aircraft doesn't have these requisites. In this case, end of discussion – it's a no-go for the first icing scenario. But in the second situation, the airplane may – "may" – be suitable for the flight.

As for geography, we know it is mountainous in the first case, so that earns another no-go vote. The pilot is good, but the weather, aircraft, and geography argue for waiting.

In the second icing case, flight at the minimum enroute altitude (MEA) might provide an adequate margin against flying into any ice-laden clouds. But if the airplane does enter clouds, and does ice up, the quality of the terrain below will have everything to do with the go/no-go decision. If it is flat and the minimum obstruction clearance altitude permits a descent, this could be a way out of the situation, especially if above-freezing temperatures exist below. If there is high terrain below, play it safe, and just say no.

In our valley fog situation, let's say you're a non-instrument-rated pilot, don't have a whole lot of cross-country time, and are unfamiliar with the destination airport. The airplane is well equipped for instrument flying, but the weather may or may not be VFR at the time of arrival. The fact that the airport is in a valley and next to a river argues for a lingering fog, so it could be a dicey situation. Shadows cast by the ridges could keep temperatures in the valley low enough to stay near the dew point. Should you plan on a morning arrival?

You can call the local FBO at your destination and ask what the usual fog experience is, but each situation is different. Besides, the person at the other end of the phone may be totally unqualified to provide forecasts.

Another decision could be to locate a nearby fog-free airport, land there, and wait out the fog at the destination. But if it's your first trip to the area, locating and landing at an alternate airport can add to the stress level. What to do?

It's up to you, and the decision can be agony. Will the fog burn off in time? Will you recognize the airport surroundings if it's VFR, but there are patches of low clouds nearby? Should you just set up a waypoint and circle the area VFR, above any fog layer, until it lifts? What if it doesn't lift? Will you have enough fuel to go to an alternate with good VFR?

As with anything connected to weather, the questions could go on and on, and there will be few definite answers. I recall a student about to go on a cross country who called me after performing a meticulous job of preflight planning. She was concerned about the weather, which mentioned turbulence and strong surface winds. "I know it's going to be good VFR and all," she said, "but I just don't feel good about it."

I recall telling her there must be a reason why she felt this way, and that reason must be a good one, since she had taken the time to call and express her thoughts. Ultimately, she called off the flight.

She made the right decision. Her doubts showed that her judgmental skills were alive and kicking. If everyone followed her example, we would have fewer weather-related accidents. It's the ones who don't question, who don't feel self-doubt, that are most apt to get in over their heads.

So before answering the "go or no-go" question, think long and hard about the weather at hand, the weather along your intended route, and the skills and tools you have to deal with these elements. More often than not, you will realize that if you have to ask tough questions, the answer will be quite simple. And always remember, takeoffs are optional, landings are mandatory.
Joe Rodefeld
Aeronautics Automation Specialist
WisDOT Bureau of Aeronautics

Joe Rodefeld joined the Wisconsin Department of Transportation’s Bureau of Aeronautics (BOA) in September 1999. Since that time he has served as the bureau’s Information Technology Project Manager, Support Technician, and Application Development Specialist. He has over 12 years of experience developing computer applications, managing the bureau’s computer hardware replacement process, and leading multiple types of technology initiatives. Just about anything you can plug into the wall or view on a computer monitor, Joe is there to make it possible and keep the bureau running.

During his tenure at the bureau, Joe has managed or been involved in just about every aspect of the bureau’s business. Some of his recent projects include the design and management of Wisconsin’s Aeronautical Chart, GIS data structures development, and managing the conversion of the bureau’s Airport Information Management System (AIMS) to a newly supported platform. He oversees all data services and computer hardware within the bureau to ensure a timely delivery of BOA programs. If you have ever been to a bureau-sponsored Flight Instructor Refresher Clinic (FIRC), Aircraft Mechanic Seminar, or Operations and Land Use Symposium, you have probably seen Joe. He is a vital key to the success of those programs and many of the other outreach initiatives sponsored by the bureau.

Joe Rodefeld graduated from the University of Wisconsin - Whitewater in 1999 with a major in Public Policy & Administration. He is a certified A+ PC Technician, Network + computer networking professional, and a Microsoft Certified Professional (MCP). Before coming to the bureau, Joe held IT positions in local government and small business.

This year’s theme is Create a Poster for the World Air Games.

Directories will be mailed to aircraft owners who have paid their annual registration fee. They can be purchased at your local FBO, or directly from WisDOT by sending $3.00 to:

Wisconsin Department of Transportation
Maps and Publications
3617 Pierstorff
P.O Box 7713
Madison, WI 53707-7713
(608) 246-3265

Updates to the directory can be found at: http://www.dot.wisconsin.gov/travel/air/airportdirectory.htm

Many pilots find it useful to print out updated pages and paste them into the bound book to keep their directory current.

If you have an idea that would improve the directory, please contact: Jeff Taylor at jeffery.taylor@dot.wi.gov, or 608-266-7347.
WisDOT/Aeronautics Recognizes 2008 Airport Construction Projects

EAU CLAIRE, WIS. – During the 54th Annual Wisconsin Aviation Conference held at Eau Claire, May 4-6, the Wisconsin DOT Bureau of Aeronautics recognized three Wisconsin construction companies which completed projects at state airports in an outstanding manner in 2008. The three companies receiving special recognition were Trierweiler Construction of Marshfield for the runway intersection project at the La Crosse Municipal Airport (LSE); Monarch Paving of Turtle Lake for reconstructing the primary runway at the New Richmond Regional Airport (RNH); and Miron Construction of Neenah for building the new air traffic control tower at Wittman Regional Airport in Oshkosh (OSH). Miron Construction also built the original control tower. Also involved in the project was Omni Associates of Appleton, Wisconsin.

Presenting the award to Miron senior project manager, Mike Schmid, was Scott Brummond of the Bureau of Aeronautics.

The Oshkosh air traffic control tower was a $4.5 million project funded by the FAA using air navigation and facility funds. The project was especially noteworthy for being completed a year ahead of schedule so it could be used during EAA AirVenture 2008, and for coming in under budget. The 146 ft control tower is state-of-the-art and during the two weeks of EAA AirVenture each summer, the Oshkosh tower is the world’s busiest air traffic control tower in the world.

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame held its 2009 investiture ceremonies May 2, at the Ramada Mall of America in Bloomington, Minnesota. Inducted were aviation mechanic and instructor, Gordon C. Amundson of Ulen, Minnesota; flight examiner and former University of Minnesota chief pilot and flight instructor, Waldo R. Anderson of Greenbush, Minnesota; Winona State University Airways Science Department Chairman and the owner of WinAir, Inc., Dr. George Bolon of Winona, Minnesota; Nelson-Ryan Flight Service cofounder, Gregg K. Nelson; the first person to make a manned flight in a plastic multi-cylinder balloon, or high-altitude balloon cluster, and the person responsible for popularizing the sport of hot air ballooning, Donald Piccard; Canadian and American military pilot and aircraft builder, and Civil Aeronautics Administration official, Oliver A. Rosto of Duluth, Minnesota; and the founder of Southwestern Minnesota Regional Airport (Ryan Field), Mathew J. Ryan. Named “Best Aviation Writer by a Minnesotan” for 2008 for her book, “Anne Morrow Lindbergh, First Lady of the Air,” was Kathleen C. Winters. Named for “Best Aviation Art by a Minnesotan” for 2008 was Donald G. Carlson of Stillwater, Minnesota, for his artwork for the Air Guard Museum, fly-in breakfast posters, cartoons, and covers for World War II training manual reprints. (www.mnaviationhalloffame.org)

Minnesota Aviation Hall of Fame Holds Investiture Ceremonies

MAHF inductee, George Bolon, with his mother, Sue Bolon of Portland, Oregon.

Bolon of Winona, Minnesota; Nelson-Ryan Flight Service cofounder, Gregg K. Nelson; the first person to make a manned flight in a plastic multi-cylinder balloon, or high-altitude balloon cluster, and the person responsible for popularizing the sport of hot air ballooning, Donald Piccard; Canadian and American military pilot and aircraft builder, and Civil Aeronautics Administration official, Oliver A. Rosto of Duluth, Minnesota; and the founder of Southwestern Minnesota Regional Airport (Ryan Field), Mathew J. Ryan. Named “Best Aviation Writer by a Minnesotan” for 2008 for her book, “Anne Morrow Lindbergh, First Lady of the Air,” was Kathleen C. Winters. Named for “Best Aviation Art by a Minnesotan” for 2008 was Donald G. Carlson of Stillwater, Minnesota, for his artwork for the Air Guard Museum, fly-in breakfast posters, cartoons, and covers for World War II training manual reprints. (www.mnaviationhalloffame.org)
CUMBERLAND, WIS. – If you do enough of anything in aviation, chances are you can wedge out a career for yourself, even in a rural community like Cumberland, Wisconsin. Sandi Randall teaches primary and advance flight training, in everything from modern glass panel Cirrus aircraft, to her Cessna 150s and her Citabria on floats. For this petite 45-year-old mother of three grown children, there’s no challenge too great, and no door too large to open!

Randall’s qualifications include an Airline Transport Pilot Certificate, CFII, MEII, SESI, and experience as a traffic control dispatcher, NATCO flight engineer, FAAST Wings Phase I Instructor, corporate pilot, airline pilot, and flight instructor. She is certified in the Avro RJ85 and Cessna 340, and has experience in the King Air E90. Randall was an International Aerobatic Club safety director for the first “Doug Yost Competition” in Rice Lake, Wis., and is experienced flying floatplanes in Canada and Alaska. She even flew regional jets for Mesaba Airlines for a while, but quickly realized that flight training was what she enjoyed the most, and she wanted to run her own flight school.

Randall is a 2000 graduate of Minnesota State University-Mankato with a Bachelor of Science Degree in Aviation-Professional Pilot and Aviation Business Management. She also received training at Minneapolis/St. Paul International Airport (MSP) in airport operations as an intern while going to college.

Randall grew up in both Minnesota and Wisconsin, and says that she likes the country freedom of Cumberland, Wisconsin, but the city pace of the Twin Cities. “I enjoy clients from both environments, and watching them achieve their goals and dreams in aviation,” said Randall. “It’s extremely fun and the changing challenges keep me constantly learning day after day. Flight instruction, both
Randall said that after she became a Certified Flight Instructor for Instruments (CFI) and obtained her multi-engine instrument rating, she searched out nearby airports to find the right environment for her flight school. “That’s when I found Cumberland, Wisconsin (UBE), or Cumberland found me, which is relatively close to my home on Blake Lake – 10 nm northeast of Balsam Lake.” Randall has her primary seaplane operations at Blake Lake, and also uses Paradise Landing at Balsam Lake.

Randall found her first student who owned a Cessna 337 push-me/pull-me, and worked from the terminal building until she saved enough money to rent a cold storage hangar for a Cessna 152 she got on leaseback. With the help of a local bank, Randall got a loan a few months later and bought a Cessna 150. “I was truly off and rolling,” said Randall.

As business picked up, Randall purchased her own heated hangar with a very small office, “but it was mine!” she said. Seven years and two Cessna 150s later, she built an office addition to her hangar. “The elbow-room was awesome, but I figured that baby steps in growth had to come first, and if the customers didn’t come to me with a tiny, older office, they weren’t gonna come to a new building.” As word got around, the students came, and she says she owes a lot of her success to the students who believed in her.

The decline in airline travel has helped her flight training business tremendously, Randall noted. “People would rather learn to fly and fly their own aircraft, than depend on the airlines,” she said.

In addition to instructing in conventional aircraft like the Cessna 150, and tail-draggers and floatplanes (she also owns a Citaebra 7GCBC on floats), Randall maintains a close working relationship with the folks at Cirrus Design, and has specialized in training in Cirrus aircraft since 2001. Her goal is to someday instruct in very light jets (VLJs). Randall is a Cirrus Certified Flight Instructor (CCIP/CSIP) and qualified to instruct in both the Avidyne and Garmin G1000/Perspective Synthetic series of avionics.

Randall is primarily a “one-man band,” and as any small business person, she is faced with rising insurance costs and declining coverages. She feels that the language in policies is so tightly written, the cost outweighs the benefits. “We need some sort of clause or cap that would keep things within realistic proportions – protections on personal versus business risks.”

Among the people Randall looks up to the most are Bill Mavencamp of Wright Aero, Maple Lake, Minn. and St. Cloud Aviation in St. Cloud, Minn., and her advisor at Minnesota State University at Mankato, John Roberts, who believed in her. She also thanks the Cumberland Airport Commission for supporting her efforts. Neither of Randall’s parents were pilots, and she wished she had gotten her mother in an airplane before she passed away.

“I’ve grown a lot through a lot of default,” said Randall. “I have ended up feeling pretty darn happy with my accomplishments, and with the accomplishments of the students I have helped to realize their dreams. I just like helping people…that’s what my company is… I don’t represent the crash course and never will. I portray a thorough, high-level of experience training in whatever the individual needs to feel complete. An individual’s own adventure, is an individual’s own achievement!

“Persistence is who I am….shut a door on me and I will bank hard right or left and open the next one.”

In addition to owning Romeo Aviation, Inc., which is celebrating its 10th anniversary in 2009, Randall has worked with Airshares Elite in Minneapolis, Minnesota, since 2007, as the manager of fractional flight training and sales.

For additional information on flight training or fractional aircraft ownership, call or email Sandi Randall at 715-554-0454, sandi@romeoaviation.com (www.romeoaviation.com).
EAU CLAIRE, WIS. – After a year of planning by 22 representatives of industry and airport management, the 54th Annual Wisconsin Aviation Conference was held May 4-6 at the Eau Claire Convention Center, Eau Claire, Wis. The event began with a golf tournament, sporting clays shoot, and reception at the Wild Ridge Golf Course, followed by another reception in the exhibit hall of the convention center. A solid program of seminars and general sessions were held during the next two days, along with awards programs.

Recognized by the Wisconsin Department of Transportation, Bureau of Aeronautics, were three companies for airport development projects: “Best Project at a Commercial Service Airport” honors went to Trierweiler Construction of Marshfield, Wis. for the runway intersection project at La Crosse Municipal Airport (LSE). “Best Project at a General Aviation Airport” honors went to Monarch Paving of Turtle Lake, Wis. for reconstruction of the primary runway at New Richmond Regional Airport (RNH). Special recognition went to Miron Construction of Neenah, Wis. for its construction of the new air traffic control tower at Wittman Regional Airport, Oshkosh, Wis. Miron not only completed the project ahead of schedule and in time for EAA AirVenture-Oshkosh 2008, but did so under budget!

The Wisconsin Airport Management Association (WAMA) presented the “Wisconsin Engineer of the Year Award” to Laura Morland, PE, of Mead & Hunt, Inc., Madison, Wis. Morland has 25 years of experience in the environmental and engineering field, with the past 10 years focused on environmental projects at Wisconsin airports. Her work in creating a runway safety area at Dane County Regional Airport in Madison, Wisconsin, has been recognized by the Airports Council International and Federal Aviation Administration for environmental excellence. The project required relocating a railroad track across a creek. Most recently Morland received an environmental award from the FAA for her work on the General Mitchell International Airport safety area improvement project in 2008.

WAMA recognized Eau Claire newspaper reporter, Christena O’Brien of the Leader-Telegram with its “Blue Light Award” for journalism excellence. O’Brien took the time to attend events at Chippewa Valley Regional Airport in Eau Claire, and interviewed those impacted by the events. She puts a very human perspective on aviation,
instead of making what airport officials do every day in government and funding the controversial hot topic of the day. Presenting the award was Chippewa Valley Regional Airport Manager Charity Speich, who was also the official host of this year’s conference.

John Dorcey, Operations Manager at Wittman Regional Airport, and a former employee with the Wisconsin Bureau of Aeronautics, received WAMA’s “Distinguished Service Award.” As chief pilot with the Wisconsin Department of Transportation, Dorcey lectured at pilot safety seminars across Wisconsin, wrote safety articles for the bureau, and was highly praised for his work with airports. In addition, Dorcey serves on the board of directors of the Wisconsin Aviation Hall of Fame. He holds numerous pilot certificates and ratings, including an Airline Transport Pilot Certificate, and Airframe and Powerplant Certificate with Inspector Authorization. He has logged over 9,000 hours, including over 4,000 as a flight instructor and thousands more as a charter pilot.

Long-time fixed base operator and airport manager, Lee Perrizo of Fond du Lac, received the “Lifetime Service Award.” Perrizo’s aviation journey began after high school when he enlisted in the U.S. Air Force and was a boom operator on KC-97 tankers. Following military service, he worked as a line boy at the Fond du Lac County Airport, and was eventually named airport manager. Perrizo co-owned Fond du Lac Skyport for 20 years, and operated it himself for 10 years. He has logged over 25,000 hours. Perrizo has been a member of AOPA since 1957, and a member of EAA since 1975.

Named “Wisconsin Aviation Person of the Year” was Jeff Skiles of Oregon, Wis. On January 15, 2009, Skiles, along with Capt. Chesley B. “Sully” Sullenberger of Danville, Calif., successfully landed a U.S. Airways Airbus 320 on the Hudson River in New York following a dual engine failure when the aircraft hit a flock of Canadian geese.

The incident was called a “miracle” by the news media and general public, but the crew believes that pilot skill, training and experience, along with teamwork among the crew, emergency rescue personnel and passengers, played a more important role in reaching a desired outcome. The manner in which both Skiles and Sullenberger handled the situation, and the media blitz that followed, is to be commended.
The Wisconsin Aviation Trades Association (WATA) named *Midwest Flyer Magazine* “Wisconsin Aviation Business of the Year” for 2009. Dave and Peggy Weiman founded the magazine as *Wisconsin Flyer Magazine* in 1978, and expanded its format in 1980 to serve the states of Wisconsin, Illinois, Minnesota, Iowa, Michigan, Indiana, Missouri, Kansas, Nebraska, South Dakota and North Dakota. In accepting the award, Dave Weiman said that the greatest challenge of publishing the magazine has been to meet and exceed readers’ expectations, and to make each issue better than the previous one. “We accept this award on behalf of our advertisers, our contributing editors, and our loyal subscribers,” said Weiman.

Jeff Gaier, outgoing president of the Wisconsin Airport Management Association (WAMA); David Mann, President, Wisconsin Business Aviation Association (WBAA); and Jeff Baum, Vice President, Wisconsin Aviation Trades Association (WATA), made opening remarks at the first reception.

David Frederikson, Chairman, Chippewa Valley Regional Airport Commission, welcomed conference attendees to Eau Claire. Barry Cooper, Administrator, FAA Great Lakes Region; Jeri Alles, Airports Division Manager, FAA Great Lakes Region; and Jesse Carriger, Manager, Airports District Office, gave an FAA update. David Greene, Director, Wisconsin DOT Bureau of Aeronautics, provided a report on the state of aviation in Wisconsin, and what airports can expect in terms of airport improvement funding for the coming year.

Breakout sessions included “Airport Commissioner 101,” with Tom Thomas of Tomasi Aviation Consulting Technologies, and Bob Kunkel of Mead & Hunt, Inc. Another session dealt with airport winter operations – deicing strategies for small and large airports, and included speakers Tony Myhra, Cryotec Deicing Technology; Mark Kreutzfeldt, Wausau-Everest, Tyler Ice Control Division; Doug Moody, Plans & Procedures Specialist, Lockheed Martin Flight Service; and Tony Yaron, Airport Manager, Central Wisconsin Airport, Mosinee, Wis.

Dan Millenacker, program manager, and Kandice Krull, environmental protection specialist, FAA Minneapolis Airport Development Office, described the process of doing an environmental review at an airport.

New technology and the maintenance of airport lighting systems was discussed by Mike Sampson, Mead & Hunt, Inc.; and Mark Porlier, Transportation Division Manager, Clark Dietz.

Dan Redpath of Western Petroleum/Exxon Mobil Aviation discussed the local, regional and global markets, and how they affect the price of a gallon of aviation fuel.

Gary Dikkers, Airspace Manager, Wisconsin Bureau of Aeronautics, discussed airspace obstructions, and especially the increasing number of wind power turbines and how airports can zone to prevent them from encroaching their airspace.

Rose Dorsey, President of the Wisconsin Aviation Hall of Fame, was the banquet speaker, and told the story about Wisconsin’s first aviator, A.P. Warner.


The 2010 Wisconsin Airport Conference will be held May 3-5, 2010 at the Country Springs Hotel in Waukesha, Wis.
ST. CLOUD, MINN. – Key to the success of any airport is the support of the community, and it was obvious that St. Cloud Regional Airport has that support when St. Cloud Mayor Dave Kleis personally welcomed participants of the Minnesota Airports Conference to his city, April 15-17. The Minnesota DOT (MNDOT) Office of Aeronautics and the Minnesota Council of Airports (MCOA) cosponsored the event.

Conference speakers included Gary Workman, director of the MNDOT Office of Aeronautics; Thomas Sorel, MNDOT Commissioner; Admiral James M. Loy, Senior Counselor, Cohen Group; David Perry of the Federal Aviation Administration (FAA); Alan Shaffer of Kadrmas Lee & Jackson; Rigo Cisneros of Martinez Corporation; and Jim Grothaus of the Center for Transportation Studies, University of Minnesota. Representing the MNDOT Office of Aeronautics was Deb Ledvina, Ombudsman; David Wolvert, Quality Assurance/Quality Control, Grant Compliance; and Charles Groshen and Clancy Finnegan, Labor & Wage Compliance. Other speakers included Gary Bobik, Senior NOTAM Specialist, FAA; George Jackowski, Flight Service, FAA; Randy Colvin, Flight Service Specialist, Lockheed Martin; Birke Rhodes, FAA; Barry Cooper, Administrator, FAA Great Lakes Region; Dan McElroy, Commissioner with the Minnesota Department of Employment & Economic Development; and Jeff Hamiel, Executive Director, Metropolitan Airports Commission (MAC).

MNDOT and MCOA co-sponsor the Passport Program, which is intended to encourage pilots to get out and fly around the state to as many public-owned airports as they can to promote pilot proficiency, tourism, and airports. Janese Thatcher of the MNDOT Office of Aeronautics Aviation Education and Public Affairs Section presented the Passport Certificate of Achievement to Jessica Miller, 18, of St. Cloud, Minn., for being the first Minnesota pilot to reach the Silver Level in the program by flying to 68 airports. Having now flown to 82 airports, Jessica is well on her way to the Gold Level.
on her way to the Gold Level to receive a leather flight jacket as her reward. Jessica will attend St. Cloud State University in the fall and major in aviation. For additional information on the Minnesota Passport Program, contact Janese Thatcher at the MNDOT Office of Aeronautics at 800-657-3922, or refer to www.dot.state.mn.us/aero.

The Minnesota Council of Airports Board of Directors recognizes those individuals and communities who have contributed their time and effort in an exemplary manner to further the growth and development of aviation in Minnesota. Receiving the “Outstanding Leadership in the Promotion of Aviation in Minnesota Award” was Rollie Green of Ely, Minnesota. Green has been a tireless supporter of aviation and of the Ely airport in particular. He managed the airport from 1972 until his retirement, and then served on the airport’s commission. He was also a founding member of MCOA in 1983.

An Award of Excellence for quintessential devotion to all aspects of aviation over a sustained period of time went to Jim Groehler, an engineer with the MNDOT Office of Aeronautics for 34 years. During his tenure, Groehler was instrumental in creating standards for airport development by working with airport owners and the Minnesota Attorney General’s Office.

A second Award of Excellence went to Robert “Bob” Huber, manager of the Minneapolis FAA Airports District Office for 35 years, and specifically for managing the Airport Improvement Program, which has grown to $120 million a year.

The “Airport Project of the Year Award” was awarded in three categories: commercial service airports, intermediate airports, and landing strip airports.

Airport Project of the Year for “Landing Strip” Airports went to the City of Le Sueur, Minnesota. The City of Le Sueur, Bolten & Menk, and Chard Tiling & Excavating worked closely together as an owner-engineer-contractor team to overcome the many challenges that the soil conditions presented. Project costs came in slightly less than the original contract, and resulted in a new, smooth runway, taxiway and apron with a safer and updated lighting system.

Airport Project of the Year for “Intermediate” Airports went to the City of Grand Rapids for the Grand Rapids-Itasca County Airport. Runway 4/22 was realigned to 5/23 to provide additional wind coverage, and to make the airport more usable and valuable to the community. The new 3,000 ft. paved and lighted runway opened on October 30, 2008.

A second “Intermediate” Airport Project of the Year Award went to St. Paul Downtown Airport (Holman Field), St. Paul, Minn. The engineering firm HNTB improved the safety area to Runway 14/32 and installed an Engineered Materials Arresting System (EMAS) consisting of collapsible beds on each end of the runway.

Airport Project of the Year for a “Commercial” Airport went to the Duluth Airport Authority for upgrading and expanding the general aviation area at Duluth International Airport, which required ingenuity in design and funding. The project involved purchasing and reconstructing an
existing corporate hangar in the FBO complex, constructing a taxi lane in its place, construction of a new large general aviation apron, and a new FBO entrance road. The project specifics are lengthy, but much of the existing infrastructure had to be either relocated or built new, 47,000 sq feet of bituminous material and 68,000 sq feet of concrete was paved, a new apron lighting system was installed, and the rotating beacon was replaced. The total cost of the project was $3,473,000.

Each year, the MNDOT Office of Aeronautics and the FAA Great Lakes Region presents the “FAA/Governor’s Award” to an airport for excellence in planning. Receiving the award this year was Park Rapids Municipal Airport (Konshok Field), Park Rapids, Minn. Since Park Rapids Municipal Airport was established in 1945, the airport has become a key part of the Minnesota airport system, featuring a 5,500 ft. runway (Rwy 13/31) with an Instrument Landing System (ILS), and a 3,000 ft. turf runway. The airport is especially important to recreation and agriculture. Corporations that use the airport include 3M and RDO Enterprises (food manufacturers). Aerial applicators use the airport, and there are two fixed base operators, 35 based aircraft, and 25 people are employed at the airport. The airport contributes $5 million to the local economy. Plans for future development include paving and lighting the crosswind runway (Rwy 18/36) in 2012. Recent projects have included pavement rehabilitation, a new fuel farm, construction of a 16-unit T-hangar, upgrade of the lighting system, fencing, and a new fixed base operation hangar and expanded apron. Barry Cooper of the FAA Great Lakes Region and Gary Workman of the MNDOT Office of Aeronautics presented the award to Park Rapids Mayor Nancy Carroll and airport council members, Dave Konshok and Don Douglas.
PEORIA, ILL. – The Illinois Aviation Conference held at the Embassy Suites Conference Center, May 19-20, featured state, regional and national speakers including Craig Fuller, President of the Aircraft Owners & Pilots Association (AOPA); Jacque Rosser of the National Air Transportation Association (NATA); Craig Spence, Vice President of Regulatory Affairs, AOPA; Joyce Scott of the FAA Great Lakes Region; Dave Weiman, Editor/Publisher of Midwest Flyer Magazine; and Dr. Susan Shea, Director of the Illinois Department of Transportation, Division of Aeronautics.

Fuller began his presentation praising U.S. Congressman Jerry Costello (D-IL), Chairman of the House Aviation Subcommittee, who introduced legislation (H.R. 915 (FAA Reauthorization Act of 2009) with full Committee Chairman James Oberstar (D-MN). This legislation will fund the FAA and the development of the Next Generation Air Traffic Control System, also known as “NextGen.” This is part of Congress’ multi-year “reauthorization” of the programs and funding for the FAA. It provides additional funding for the FAA through sources including an increase in general aviation fuel taxes. Although the FAA’s previous authorization was set to expire at the end of September 2007, the agency’s taxing and operating authority has been preserved through a series of extensions since that time. The current extension expires on September 30, 2009.

The day after the Illinois Aviation Conference, May 21, it was announced that the United States House of Representatives approved H.R. 915.

User fees are resurfacing under the Obama Administration, Fuller noted. Currently, the general fund pays 25% of the FAA budget. The Obama Administration wants to reduce this to 10%.

Fuller believes that it is essential that the general public gain a greater understanding of the role general aviation plays in the nation’s economy and well being in order for aviation to continue to retain general fund support and avoid additional user fees. “If we are not understood, we are vulnerable,” said Fuller. We need to get non-aviation policymakers to understand GA’s value, he noted.

Research conducted by AOPA shows that policymakers and the people who influence them aren’t clear about what general aviation is or does. Fuller believes that this misunderstanding is at the heart of many of the challenges facing general aviation right now.

Correcting that misunderstanding has been the guiding principle behind AOPA’s GA Serves America campaign – to help opinion leaders and decision makers see the tremendous value of GA, and to understand the damage a user-fee funded system, such as the one envisioned by the Obama Administration, would cause.

“Our research has shown that decision makers don’t have any animosity for general aviation, but neither do they see clear reasons to protect it,” said Fuller. “If decision makers realize the true value of general aviation, they will be more likely to act in ways that protect and preserve that value for all Americans.”

Fuller added that some of the executives sitting in the back of their company planes are not even aware of the fees that general aviation is already paying, let alone what fees are being proposed, yet those companies depend on general aviation to operate their businesses.

The “GA Serves America” public information campaign features actor/pilot Harrison Ford as its spokesman in both print advertisements and broadcast commercials. Ford offered his services as spokesman when Fuller met him at a recent pilot meeting on the West Coast. AOPA has dedicated $1.5 million to the program and is accepting contributions from individuals and groups.

Following Fuller’s presentation at the Illinois Aviation Conference, Andy Priester, President of the Illinois Aviation Trades Association (IATA), announced that IATA is pledging $5,000 to the campaign.

Fuller and his executive staff at AOPA will be meeting with EAA President & Chairman Tom Poberezny and his executive staff on issues
common to both organizations, especially user fees. Fuller believes that the aviation community must continue to speak as one voice on this and other issues.

Craig Spence, who was recently appointed Vice President of Regulatory Affairs at AOPA, discussed current aviation security initiatives. He said that the Department of Homeland Security through the Transportation Security Administration (TSA) is trying to apply the same rules they are applying to commercial carriers to general aviation aircraft, without any knowledge of the industry. The U.S. Customs & Border Protection (CBP) is doing the same thing in writing new Customs rules for general aviation without any knowledge of the industry.

Effective May 18, 2009, general aviation pilots entering or departing the U.S. must comply with the new border crossing requirements. At least 60 minutes prior to departure, pilots must transmit advance notice of arrival and/or departure, as well as traveler manifest information, to CBP via the Electronic Advance Passenger Information System (eAPIS) https://eapis.cbp.dhs.gov/. Spence recommends that pilots give their outbound and inbound dates and times before leaving the United States, to keep in their possession the manifest document, and to stay in contact with their port of re-entry in the United States by telephone should they have a change in their ETA.

Spence described the new “Airport Security Assessment” program for 3,000 general aviation airports nationwide. The TSA wants airports to list their security vulnerabilities in exchange for federal money to make security improvements. The problem is, listing an airport’s vulnerabilities could cause an airport to be shut down.

The TSA is also trying to implement “secret” changes to airport security without going through the notice of proposed rule making (NPRM) process, which would involve public hearings and comments to avoid potential problems and opposition. When AOPA found out about this, Spence went down to TSA’s headquarters in Washington, D.C, and officials refused to let him into the building because he was not representing a governmental agency. Recently, TSA visited AOPA headquarters and saw firsthand general aviation operations, and how their policies could adversely affect air transportation, quality of life, and the economy, but it is too soon to know if it will have an impact on TSA policy and procedures.

Jacque Rosser of the National Air Transportation Association (NATA) reviewed NATA’s position concerning various issues, including the nomination of Randy Babbitt to be the next FAA Administrator. It was announced May 21, the day after the conference, that the United States Senate has confirmed Randy Babbitt as the next administrator. Babbitt is slated to serve a five-year term and takes over immediately for acting FAA Administrator Lynn Osmus.

Babbitt, former president and chief executive officer of the Air Line Pilots Association, has more than 40 years of aviation experience. Last year, U.S. Department of Transportation Secretary Mary Peters named Babbitt to the independent review team tasked with evaluating and crafting recommendations to improve the FAA’s implementation of the aviation safety system and its culture of safety.

Joyce Scott of the FAA Great Lakes Region emphasized the efficient and environmental friendliness of the “NextGen” air traffic control system through direct flights and improved instrument approaches, and noted that the FAA will be hiring 17,000 controllers over the next 10 years. Scott noted that Lewis University in Romeoville, Illinois, currently has an Air Traffic-Collegiate Training Initiative (AT-CTI) program, and the FAA is working with Southern Illinois University in Carbondale to likewise establish such a program. AT-CTI programs are “feeder” programs for the FAA Academy in Oklahoma City.

Dr. Susan Shea, Director Division of Aeronautics Illinois Department of Transportation

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JUNE/JULY 2009 MIDWEST FLYER MAGAZINE 49
Dave Weiman, editor and publisher of *Midwest Flyer Magazine*, emphasized the importance of positive journalism during these challenging times. Weiman said, “While the aviation community cannot afford to ignore the issues that confront us, we need to do a better job of promoting our strong points.”

Weiman presented audio and visual excerpts of two interviews which appeared in the April/May 2009 issue of *Midwest Flyer Magazine*, and which are podcast on www.midwestflyer.com: an interview with U.S. Airways First Officer Jeff Skiles of Oregon, Wis., who successfully landed an Airbus 320 on the Hudson River on January 15, 2009 (Flight 1549) in which all 155 passengers and crew were rescued without serious injury; and an interview with Tom Poberezny, who was recently named Chairman of the Board of the Experimental Aircraft Association (EAA), and is now focusing his attention on creating an endowment to ensure EAA’s future.

“Both stories contain positive news,” said Weiman, “and that’s what *Midwest Flyer Magazine* is all about… Emphasizing the many good things happening in our industry, including what we are doing to address industry concerns.”

Dr. Susan Shea, director of the Illinois Division of Aeronautics, announced the recipients of the 2009 Airport of the Year Awards: Williamson County Regional Airport, Marion, Illinois (Primary Airport); St. Louis Downtown Airport, Cahokia, Illinois (Reliever Airport); Coles County Memorial Airport, Mattoon/Charleston, Illinois (GA Airport with runway 5500 feet or longer); Morris Municipal Airport (James R. Washburn Field), Morris, Illinois (GA Airport with runway less than 5500 feet); Cottonwood Airport, Rockford, Illinois (Private Airport/Open-To-The-Public); and Dr. John Warner Hospital, Clinton, Illinois (Heliport). Receiving the “5 Prop Award” for fine dining at or near an airport was “Pilot Pete’s” at Schaumburg Regional Airport, Schaumburg, Illinois.

A hangar party was held at Byerly Aviation at Greater Peoria Regional Airport (PIA) to welcome attendees to the conference, and the Illinois Aviation Hall of Fame investiture banquet was held following the conference.

The Illinois Aviation Conference is co-sponsored by the Illinois Department of Transportation, Division of Aeronautics; Illinois Aviation Trades Association, and Illinois Public Airports Association (www.illinoisaviation.org).

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**General Wayne A. Downing Peoria International Airport**

**Helping To Keep The Illinois Economy Thriving!**

PEORIA, ILL. – Chicago O’Hare isn’t the only Illinois airport that is expanding. General Wayne A. Downing Peoria International Airport (PIA) in Peoria, Illinois, 170 miles southwest of Chicago, continues to improve as well. The airport was renamed from Greater Peoria Regional Airport to General Wayne A. Downing Peoria International Airport in honor of the Peoria native who, during his long military career, rose to the rank of four-star general and received numerous awards including medals for distinguished service, a Bronze Star and a Purple Heart.

The newest construction project underway is a $65 million terminal building, which will replace the original terminal built in the 1950s. The improvements are expected to help create a safer, more secure airport property, while providing additional jobs throughout the area.

When completed, the 125,000-square-foot terminal will be a state-of-the-art structure with 11 gates capable of serving more than 2 million passengers each year. The project is

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Contact Randy Van Natta, PE, President
rvannatta@becherhoppe.com
715.845.8000 • becherhoppe.com
Mary DeVries, Interim Director of Airports, believes that the role of the airport is to help stimulate the local economy. PIA’s location makes it an ideal alternative airport for flights in and out of O’Hare International Airport, it features 10,104 and 8,003 x 150 ft. runways. “The length of our runways enables us to take any aircraft, but our smaller size makes us easier to use,” says DeVries. “Plus, we have a great mix of non-stop flights to destinations for both the corporate and leisure traveler.”

The airport serves nearly 600,000 passengers a year, with five major airlines offering service to nine destinations.

Serving general aviation at General Wayne A. Downing Peoria International Airport is Byerly Aviation with 24-hour-a-day service, pilot weather briefing room with radar, competitive fuel prices and clean, modern facilities. Mount Hawley Auxiliary Airport (3MY) is also under the Greater Peoria Airport Authority, and is 100 percent general aviation. Peoria Aviation is the fixed base operator at Mount Hawley (April/May 2009, Midwest Flyer Magazine).

The airport property outside the terminal is also home to a wide range of aviation-related and other businesses including air cargo carriers, a freight sorting company, an emergency helicopter service, rental car companies, and taxi and limousine services. There is a U.S. Customs Port-of-Entry office providing limited clearances, and the Bradley Flying Club makes PIA its home, as does the 182nd Airlift Wing of the Air National Guard. DeVries is looking to expand the airport’s 3,600-acre property with both aviation and non-aviation businesses.

For additional information, visit the airport’s website at www.flypia.com.

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WEST DES MOINES, IOWA – The 2009 Iowa Aviation Conference, hosted by the Iowa Department of Transportation Office of Aviation and the Iowa Public Airports Association, was held April 22-23 in West Des Moines. Attendance for the conference exceeded 250 people representing aviation decision-makers, FBOs, pilots, airport managers, commissioners, state and national aviation associations, aviation consultants, vendors, and state and federal aviation officials. Approximately 50 airports were represented at the conference.

In addition to a full line-up of sessions, awards were presented at the conference to recognize individuals who have improved aviation in Iowa. Michelle McEnany, director of the Iowa DOT Office of Aviation, presented three awards: The “Partnership Award” was presented to retiring NBAA regional representative John Balsiger for his outstanding collaboration with the Iowa DOT’s Office of Aviation. Balsiger has represented business aviation interests in the state.

The “Outstanding Involvement In Aviation Award” was presented to Chuck McDonald of Clive, Iowa, recognizing his ongoing efforts to promote aviation through public awareness and youth education. McDonald has been a long-time member and board member with the Iowa Aviation Promotion Group, in addition to many other aviation endeavors. The “Lifetime Achievement Award” was presented to retiring FAA Central Regional Administrator, Chris Blum, for his dedication to improving aviation and strengthening the relationship among key aviation industry partners to enhance safety and break down bureaucratic barriers.

IPAA President Robert Grierson of Dubuque presented one award: the “IPAA President’s Award” was presented to Jim Connell of Independence for his leadership and oversight in the rebuilding of the Independence Municipal Airport. Connell has been the airport manager and FBO at the airport since 1968. Since 2003, Connell, along with his wife Karen, have overseen reconstruction of the airport including new hangars, a maintenance facility, terminal building, fuel system, and a new runway.

In addition to the conference being a great networking opportunity, sessions kept attendees busy during the two-day conference.

Barb Fritsche, a specialist on economic impacts of airports and aviation from the consulting firm of Wilbur Smith Associates, provided a presentation on findings from the economic impact study currently underway that analyzes the uses and benefits of aviation in Iowa. The study concluded that operations at airports and through aviation-related industry in Iowa result in the creation of 47,000 jobs and an annual economic output of $5.4 billion. Additionally, private sector businesses in Iowa gain an estimated $12.8 billion in increased productivity as a result of their use of aviation.

Chris Blum, Administrator, FAA Central Region, and Ben De Leon, Director, FAA Office of Airport Planning and Programming, FAA Headquarters, provided an overview of the status of FAA reauthorization, stimulus programs, and other top level FAA issues.

FAA Central Region Airports Division Manager Jim Johnson and staff provided an update on the program outlook for Iowa and the region, planning and construction updates such as information on approach requests, GIS
database and survey requirements for ALP updates, construction projects, and airspace reviews.

Henry Ogrodzinski, President/CEO, National Association of State Aviation Officials, provided an overview on what is happening with aviation in Washington, DC, and from the perspective of state aviation officials from around the country.

James Coyne, President of the National Air Transportation Association (NATA), discussed NATA’s observations and efforts to promote the success of aviation service businesses with an emphasis on weathering the economic crisis.

A highlight of the conference was a presentation by Drew McLellan of McLellan Marketing Group, who provided tangible ideas to take marketing efforts from a haphazard effort to part of a normal routine.

Topics covered in a round-table discussion of airport officials and FBOs included current issues, radar coverages, marketing, agricultural aviation, how to use information from the new economic impact study to promote aviation, and FAA rules prohibiting airports from using recorded messages on AWOS systems. A FAASTeam also conducted a pilot safety seminar one evening during the conference.

Peter Knudson, Public Affairs Officer for the National Transportation Safety Board (NTSB), discussed securing aircraft accident scenes and crisis communications following commercial and high profile general aviation accidents. The presentation included post-accident NTSB processes including how information is released, how investigations are conducted, and what happens during the 12 months following an accident.

Knudson has coordinated public affairs activities for high profile accidents including the January 15, 2009 ditching of a U.S. Airways Airbus into the Hudson River, and last December’s runway excursion of a Continental 737 in Denver.

Planning is already underway for the 2010 Iowa Aviation Conference. For more information, contact Tim McClung at the Iowa DOT Office of Aviation at 515-239-1689 or by e-mail at tim.mcclung@dot.iowa.gov.

Airport Funding In Iowa Good!

At a time when it would be tempting for states to reduce funding for general aviation (GA) airports, Iowa lawmakers instead made an investment. As of the end of the state legislative session April 26, the state had allocated $750,000 for airport infrastructure projects and an estimated $2.2 million for the state aviation fund. Those funds will come from aircraft registration and aviation fuel taxes. Another $1.5 million has been earmarked for commercial-service airports. In addition, the state also received $10.1 million in federal stimulus grants.

During the legislative session, the only threat to GA was a state senate bill that would have eliminated the sales tax exemption on some aircraft parts. AOPA opposed the bill, which ultimately lost traction and failed to get out of committee.

“Iowa is setting a good example for other states,” said Greg Pecoraro, AOPA vice president of airports and state advocacy. “The state’s leadership is wisely investing in aviation because they understand that GA serves Iowa.” (AOPA)
The global recession has affected us all, and taken its toll on businesses, jobs and families. But in any economic dislocation of this magnitude, there are going to be winners and losers, not just in terms of surviving or failing, but in showing strength or weakness in relation to other segments of the economy or a given industry, or in relation to other firms, products or trends within an individual industry. While the Sport Pilot-Light Sport Aircraft movement has certainly taken a hit since late 2008, the good news is that it has shown remarkable strength as well, and thereby given us a solid indication that it is here to stay, and will be growing significantly as the economy recovers. Let me tell you why I believe this is true.

I try to keep a pretty close focus on the world of SP-LSA by closely monitoring various aviation industry news sources, and through personal interviews and correspondence with people actively involved in this segment of aviation, either as student pilots, Sport Pilots, CFIs, LSA manufacturers, FBOs and flight schools. What I am seeing is the steady development of SP-LSA flight training, rental, maintenance and insurance infrastructure, and strength in the LSA manufacturing sector, even in these hard times!

Behind this development and strength, in my judgment, is the growing acceptance of the Sport Pilot Certificate as a viable entry point into flying, and the growing awareness among already certificated pilots of the options available to them under the Sport Pilot rule. The ability to exercise Sport Pilot privileges on a driver’s license “medical” is becoming more and more significant as the existing pilot population ages, and as older pilots begin to look for ways to keep flying in their later years.

There is bad news for the SP-LSA movement for sure, such as the Cirrus decision to back-burner development of its entry into the Special Light Sport Aircraft marketplace, and the unfortunate loss of Cessna’s second and only remaining flying prototype of the 162 SkyCatcher during flight testing, which sets back its anticipated delivery schedule into next year at the earliest. Sales of Light Sport Aircraft in 2008, either as Experimental Amateur-built kits or fully manufactured S-LSAs, backed off from the more brisk pace of the prior two years, in line with the 20% drop in GA aircraft sales generally. And Sport Pilot flight training and LSA rental aircraft can still be hard to find in many parts of the country.
But the good news in the face of this historic economic downturn cannot be overlooked, even as the bad news is acknowledged. The SP-LSA glass is at least half full, and when the economy turns around, somebody better bring a bucket. Too optimistic, you say? Consider these facts and decide for yourself.

Let's look first at the LSA manufacturing segment, both kits and S-LSA. There are now, as of this writing, 91 models of fixed-wing Light Sport Aircraft available in the marketplace. Who would have predicted this degree of investment, innovation and participation in the development and marketing of this new segment of the aircraft industry at the time of the adoption of the SP-LSA rule less than 5 years ago? What is even more remarkable, given the number of offerings in this infant market, is that the long-predicted shakeout among manufacturers simply has not developed, even in the midst of the worse economic downturn in over 50 years.

While it is true that sales of S-LSA in 2008 were off the monthly pace set since 2006 by about 20%, that only 1,524 S-LSA have been registered with the FAA since the first models became available, that registrations for 2008 totaled about 430 aircraft, and that the top-selling 15 companies account for about 90% of sales activity, very few S-LSA models approved under the ASTM Consensus Standards have been withdrawn from the market. There has been some shifting and maturing of the sales organizations and marketing practices among these companies, but very few appear to have failed or quit.

The resilience of S-LSA manufacturers might be due to the entrepreneurial nature of most of these companies, the degree of innovation they have demonstrated, and their ability to make due on a shoestring budget. In the new global economic landscape unfolding before us, these characteristics will serve these companies well. While we can expect that the S-LSA market will consolidate as it matures further, we do not know yet who the survivors will be. For now, there is vibrant and healthy competition taking place, and the scramble for the gold works to the benefit of the consumer.

Another positive sign is the development of a used Light Sport Aircraft market. Every aircraft-selling magazine, newspaper, e-mail service or website with which I am familiar, now has a separate listing section for Light Sport Aircraft, and these sections are beginning to fill with used LSA offerings. The S-LSA are not very old, but are being sold at substantial discounts from their original price. Considering the quality and performance of many of these aircraft, their asking prices are beginning to attract buyers.
The development of this used aircraft market will, of course, continue into the future, and indeed be supported by the aging pilot population looking for Sport Pilot-eligible aircraft.

Perhaps the most promising trend to be seen is the growing acceptance of the Sport Pilot Certificate and Special Light Sport Aircraft among flight schools, flight instructors and fixed base operators. While still leaving much room for improvement, more and more of these players, essential to the development of SP-LSA infrastructure, are coming on board and beginning to participate in this new segment of the aviation industry.

It makes good business sense for them to do so. Special Light Sport Aircraft, especially the used aircraft now becoming available, can be purchased for less than a new or nearly new type-certified aircraft, and can be employed, if properly equipped, in flight training for higher certificates in addition to the Sport Pilot Certificate. These aircraft are economical to operate, generally sipping 3.5 to 5 gallons per hour of avgas. Their performance numbers, including useful load, are impressive, and they meet the demands of the marketplace for newer, technically capable, cross-country airplanes.

A favorable and improving insurance climate also contributes to the acceptance of SP-LSA by flight schools, CFIs and FBOs. Insurers are becoming knowledgeable of and comfortable with the loss experience of these aircraft, making them more willing to competitively price coverage. This development happens to coincide with the current cyclical expansion of the insurance marketplace, further facilitating the availability of insurance at affordable rates.

The Sport Pilot-Light Sport Aircraft movement is maturing in other ways as well. For instance, while S-LSA manufacturers are not failing in significant numbers, there is consolidation beginning to take place in the marketing of these aircraft, with several “mini conglomerates” emerging, which handle the selling, servicing and technical support for multiple manufacturers. This can be beneficial to all concerned, including potential buyers.

In addition to the manufacturing of S-LSA and Experimental Amateur-built LSA kits, this new segment of aviation is seeing the vigorous development of ancillary products that support the SP-LSA movement, such as avionics, flight training materials and light-weight engines. It seems like everyone sees the potential and wants to get into the act.

While regulatory and political clouds always seem to threaten general aviation, and especially recreational aviation, the FAA seems to regard the new way of doing business with industry represented in the ASTM Consensus Standards, under which S-LSA are granted airworthiness certificates, to be a clear success. The recently completed FAA assessment of 23 S-LSA companies brought this from the manger of the agency’s Small Aircraft Directorate: “The FAA is confident that LSA manufacturers’ compliance can match that of the commercial aviation manufacturers.”

The active involvement of the Light Aircraft Manufacturers’ Association (LAMA) in voluntary, rigorous compliance audits of member companies, also tends to assure insurers and the pilot population of the safety and viability of these aircraft. As an aficionado of small antique and classic aircraft, I cannot fail to mention that the eligibility of some of these airplanes under the Sport Pilot rule, such as the Piper J-3 Cub, and some Aerocamas, Ercoupe and Taylorcraft, has given them a new lease on life. While generally tailwheel airplanes, and therefore limited in certain respects, these aircraft are enjoying a resurgence in popularity among pilots, and providing work for restorers, paint shops, parts suppliers and technicians, in addition to providing a lower-cost alternative to pilots.

Finally, we should note that the Sport Pilot-Light Sport Aircraft movement is perhaps being helped by the very economic downturn that is hurting other segments of the global economy. As a lower-cost alternative in terms of new and used aircraft, pilot training and operational costs, many people might be taking a more serious look at SP-LSA than they otherwise might have in better economic times.

The optimistic outlook expressed in this article also seems to be borne out by reports of attendance and activity at the Sport Aviation Expo at Sebring, Florida, in January, and by upbeat reports from this year’s Sun ‘n Fun fly-in and air show in April. Only time will tell for sure, but several of the flight school operators featured in earlier articles in this series, when contacted for follow-up, reported robust interest in Sport Pilot training this spring. None reported a downturn in Sport Pilot training interest or actual activity from prior years. Pretty persuasive proof, I would say.

Come September, the Sport Pilot rule will have been on the books for almost 5 years. While advancing more slowly than some predicted, and more slowly than we all would like to see, there could be little doubt that the Sport Pilot Certificate and Light Sport Aircraft are here to stay!
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*indicates any new or updated calendar listings since the last issue.

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**JUNE 2009**

6  **Sparta (SAR), ILL.** - Annual Fly-In 10am-6pm. 618-443-5321.
6  **Amery (AHH), WIS.** - Pancake Breakfast 7-11am. 715-554-3858.
6  **Fairmont (FMZ), NEB.** - Fly-In Breakfast & Air Show 8am-3pm.  
6  **West Bend (ETB), WIS.** - *NJP (not just pancakes)* Fly-In 7-9:30am. 262-338-8411.
6  **Clear Lake (8Y6), MINN.** - Fly-In Lunch Sport Landing Event 10am-2pm. Rain Date 7th.
6  **Faribault (FBL), MINN.** - Minnesota 99’s Chapter Meeting/Fly Out. Call Elaine 952-955-2802 or www.ninety.nines.org
6-7  **Mount Horeb (MV9), WIS.** - Chapter Meeting/Fly Out. Call Elaine 952-955-2802 or www.ninety.nines.org
7  **Buffalo (CFE), MINN.** - Breakfast 8-11am along with Wright County Car Club & Craft Fair. 763-296-0645.
7  **Auburndale, IOWA.** - Flight Breakfast 6:30-10:30am. 712-563-3780.
7  **Algona, IOWA.** - Flight Breakfast 7am-Noon. 715-332-4012.
7  **Mandan (Y19), N.D.** - Breakfast & Buggies & Blues Classic Car Show. 701-527-1950.
7  **Wild Rose (W23), WIS.** - Spring Fly-In Pancake Breakfast 8am-2pm and Pig Roast 11:30am. 800-232-0208. 
7  **Juneau (UNU), WIS.** - Pancake Breakfast 8am-Noon at Dodge County Airport. (920) 296-0645
7  **Albert Lea (AEL), MINN.** - Breakfast 7am-12:30pm.
7  **Reedsburg (C35), WIS.** - Fly-In 7am-Noon. Bill Blake Air Show. 608) 524-4988.
7  **Alexandria (AXN), MINN.** - Armed Forces Day & Airport Day Belgian Waffles Breakfast 7am-Noon.
13  **Newton, IOWA.** - Ray Hill Memorial Flight Breakfast 7-11am. 641-792-4000.
13-14  **Buffalo, MINN.** - CANCELLED AIR SHOW
14  **Montevideo (MV6), MINN.** - Pancake Breakfast & Car Show 8am-Noon. 320-269-4829.
14  **Waseca (RZY), WIS.** - Pancake Breakfast 7-11:30am.
14  **Rindelander (RHI), WIS.** - Pancake Breakfast 8-11am. Static Displays. 715-499-5123.
14  **Rock Falls (SGI), ILL.** - Pancake, Ham & Sausage Breakfast Rain or Shine 7am-Noon at Whiteside County Airport.
14  **Flushing (3DA), MICH.** - Dawn Patrol Flight Breakfast 7-11:30am at Dalton Airport.
14  **Spencer, IOWA.** - Flight Breakfast 7am. Air Show 10:30am at Northwest Iowa Regional Airport. 712-262-1000.
14*  **Holmen (36WI), WIS.** - ChickenQue Noon-4pm at Holland Air Park. 608-780-6378.
14  **Chariton, IOWA.** - Breakfast 8am-Noon. 641-774-2301.
14*  **Clarinda, IOWA.** - Breakfast Flight Show in conjunction with Glenn Miller Festival 7:30-10:30am. 712-542-2121.
14*  **Eau Claire (EAU), WIS.** - Pancake Breakfast 8:30am-12:30pm. 715-877-2406.
17-20  **Lock Haven (LHV), PENN.** - Sentimental Journey Flight-In at Piper Memorial Airport. 507-893-4200.
18  **Atkin (AIT), MINN.** - Wildrice Pancake Breakfast 7:11am. Brat/Burger Lunch, 11am-3pm. Classic Car Show 7am-3pm. 218-927-7069.
20  **North Vernon (VOO), IND.** - Bishop Aviation Air Show & Fly-In 9am-4pm. 540-406-1652.
20  **Kendallville (C62), IND.** - Airport Fun Day - Breakfast & Lunch 7am-2pm.
20  **St. Louis (ALN), ILL.** - Breakfast & Lunch at St. Louis Regional Airport (Alton) 8am-2pm.
20  **Noblesville (B00), IND.** - Pancake Breakfast 8-11am.
20  **Sturgeon Bay (SUE), WIS.** - Pancake & Sausage Breakfast at Door County Cherryland Airport 8am-Noon. (920) 743-6592
20*  **Beloit (B9D), ND** - Breakfast. 701-873-2259.
20*  **Boise Lake, MINN.** - Breakfast 7:30-11am. 218-485-4441.
20-21*  **Davenport, IOWA.** - Quad City Air Show. info@quadcityairshow.com
21  **Mineral Point (MRJ), WIS.** - Breakfast 7am-1pm. 608-987-9931.
21  **Eagle River (EGV), WIS.** - Pancake Breakfast 8am-3pm. (715) 479-7442
21  **Schauernheim (O6C), ILL.** - Father’s Day Pancake Breakfast 8am-Noon.
21  **Eastport (9M9), MICH.** - Father’s Day Pancake Breakfast 7-11am.
21  **Palm Bay (8BC), WIS.** - Father’s Day Fly-In 7am-Noon. (262) 495-4342.
21  **Maquoketa, IOWA** - Optimists’ Breakfast 7am-1pm. 563-652-6517
21*  **Candy (CNB), MINN.** - Fly-In starts at 7:30am. Airshow at 12:30pm. 507-829-9608.
21*  **Crystal (MIC), MINN.** - Open House 7:30am-5pm. Breakfast 7:11am. Lunch (Brats & Hot Dogs). WIL military vehicle display. 763-473-2939.
21*  **Stanton (SYN), MINN.** - Pancake Breakfast 7am-Noon. 507-645-4030.
21*  **Lake Elmo (21D), MINN.** - Pancake Breakfast 8am-1pm. 651-773-1210.
21*  **Dodge Center (TOB), MINN.** - Pancake Breakfast 7am-Noon. 507-282-9682.
21*  **Harlan, IOWA.** - Flight Breakfast 7-11am.
21*  **Eagle Grove (EAO), IOWA.** - Breakfast 8am-1pm. 515-851-8031.
21*  **Connersville (CEV), IND.** - Fly-In 7am-
27 Noblesville (I60), Ind. - Pancake Breakfast 6-11am. 317-201-6822.

28 Caledonia (CHU), Minn. - Houston County Airport Fly-In 7AM-Noon. 507-695-4453.

28 Fairmont, Minn. - Breakfast 7-11am. 507-235-6648.

28 Rio, (84C), Wis. - Breakfast 7am-Noon. rmoser@chartermi.net, 847-736-4603.

28* St. Cloud, Minn. - Granite City Festival Fly-In Pancake Breakfast 8am-1pm. 320-255-7292.

28* Wells (68Y), Minn. - Breakfast 7am-Noon. 507-553-3100.

28+ Pine River (PWC), Minn. - Summerfest & Fly-In Breakfast. 7:30am-Noon. 218-587-2158.

28* Marion, Iowa - Breakfast 6-11:30am. 319-377-0457.

28* Pender, Nebr. - Breakfast 8am-Noon.


27-28 Walworth (7V3), Wis. - Pancake Breakfast 7am-1pm at Big Foot Airfield. 262-275-5822.

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58 JUNE/JULY 2009 MIDWEST FLYER MAGAZINE
25* Eau Claire, WIS. - 715-837-3900.  
22-23* Rockford, Ill. - Rockford AirFest 2009.  
18-19* Eau Claire (FCM), Minn. - Air Expo at Flying Cloud Airport 9am-5pm.  
19* Preston (FK4), Minn. - Fillmore County Fly-In Omelet Breakfast 7am-12:30pm.  
19* Sleepy Eye, Minn. - Flight Breakfast 6:30am-12:30pm.  
19* Benson (BBB), Minn. - Pancake & Sausage Fry-in Breakfast 7am-1pm.  
19* Forest City (FXY), Iowa - Pancake Breakfast 7am-Noon.  
21-23* Watertown (RVY), Wis. - 2009 Wisconsin Farm Technology Days at Waterloo, Wisconsin. Wisconsin Aviation will provide limited ground shuttle service from Watertown. Call ahead 920-261-4567 to scheduled a ride.  
22-23* Rockford, Ill. - Rockford AirFest 2009.  
23-25* Kekkon, Iowa - ILPA - IBDA. L-Birds Fly-In. Formation school, many activities. All Warbirds are welcome. 319-524-5378.  
25* Siren (RZN), Wis. - Breakfast 6:30-11am. at Burnett County Airport. 715-349-7076.  
25* Land O'Lakes (LML), Wis. - Breakfast & Lunch 8am-4pm. at King's Land O'Lakes Airport. 715-547-3337.  
25* Oshkosh, Wis. - EAA AirVenture at Wittman Regional Airport. 920-426-4800.  
18* St. Louis (ALN), Ill. - Breakfast & Lunch at St. Louis Regional Airport (Alton) 8am-2pm.  
18* Eau Claire (FCM), Minn. - Wings of the North presents “An Evening with Eagles” 6pm at Eau Claire Prairie Garden Room. Tickets purchased in advance. www.airexpo-mn.org/EWE  
19-23* Minniska Lodge, Ontario - “Midwest Flyer Canadian Fishing Fly-Out.” For details, email info@midwestflyer.com, or call 608-835-7063 (see midwestflyer.com and wildernessee.com)  
22* Noblesville (800), Ind. - Pancake Breakfast 8-11am.  
22* Glencoe (GYL), Minn. - Sweet Corn & Bratwurst Feed 10am-3p. 239-238-2376.  
22-23* Rockford, Ill. - Rockford AirFest 2009.  
23* Boyceville (ST3), Wis. - Pancake Breakfast 7-11:30am. 715-643-6100.  
23* Pipestone (POQ), Minn. - Pancake Breakfast 8am-12:30pm. 507-562-2473.  
29* Joplin (JLN), Mo. - Aviation Business Expo & Fly-In. 417-623-0262 x5. www.jlnairport.org  
29-30* Omaha (OFF), Neb. - Offutt Air Force Base Open House (8am-6pm) featuring U.S. Blue Angels. www.offuttairshow.com  
28-30* Wisconsin Rapids (ISW), Wis. - CMN Balloon Rally at Alexander Field-South Wood County. 715-424-3737.  
30* Juneau (UNU), Wis. - Lions Club Pancake Breakfast in conjunction with Juneau August Fest.  

SEPTEMBER 18-19, 2009 - FAIRBAULT, Minn. Airfest & pancake breakfast serving 7AM till noon on 19th. Breakfast by Fairbault Area Pilot’s Association. Contact Bob Peasley 507-744-5200 or dilligans@means.net. All day activities & afternoon air show. Check NOTAMS for air show closure times.  

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Precision Approaches From Page 35
can “buy or sell” about 45 feet of altitude by investing or cashing in 5 knots. This energy transfer is rapid and more precise than changing the airplane’s energy state using power/thrust levers.

The Instrument Landing System (ILS) is still the most used precision approach system today (Fig. 1). At 1 nautical mile from the GS antenna, or about 5,000 feet from the runway threshold, the useful GS thickness is about 146 feet (73 feet for full needle deflection on one side). One-half scale deflection on one side will be thus 36 feet. At 100 knots and ½-scale deflection below GS on a 1 mile final, the most accurate course of action is to pitch up slightly to regain the GS/Altitude resulting in airspeed reduction to 96 KIAS. A similar approach and corrective action in a B767 at 150 knots will only result in a 2.6 knot loss. So, action in a B767 at 150 knots will regain the GS/Altitude resulting about 146 feet (73 feet for full needle threshold, the useful GS thickness is ½-scale deflection on one side). One-half scale deflection on one side will require that the pilot acts as a human PID (Proportional-Integral-Differential) controller/regulator, to borrow the engineering terminology. This is how an autopilot works anyway. Simply, this means that the pilot must respond not only to the existing needle deviation (present - proportional term), but also to the airplane track (history of needle movement – integral term) and the trend (future needle movement – differential term). Main reasons why pilots overreact is that many respond to needle deviation only (LOC and/or GS).

Let us now “fly” an ILS approach in a popular light-twin trainer, the Piper Seminole PA-44-180. Intercept the LOC as early as possible by Air Traffic Control (ATC) vectors or by flying a full approach. There is no need to descend to the minimum altitude in the intermediate segment, unless told so by ATC. Intercepting the GS higher will give us more time to stabilize and configure the aircraft for a stabilized approach. In a Seminole, I would use 100 KIAS for the approach airspeed as it provides good control response and margin below the flap operating airspeed and does not congest the airspace. Extend the landing gear as you are intercepting the GS. Extend flaps to 25° and lower the pitch by about 3° to maintain 100 KIAS. This configuration produces enough drag to start a 100 KIAS descent with almost no power change. Make small power and pitch adjustments to get the airspeed and the required rate-of-descent (approximately five times groundspeed for a 3° GS). Trim the aircraft! Once crossing the outer marker (OM), verify the crossing altitude, memorize DA/MDAs, and the first segment of the missed approach (from MAP), and complete the landing checklist. The rest is then flying down the ILS cone and making very small pitch, heading, and power adjustments.

Double the scan rate and anticipate needle movement. Make prompt and gentler heading and pitch corrections as you approach MAP/DA. Use power to control altitude when close to the OM, but progressively convert more to altitude control by pitch only as you approach DA/MAP. Closer to the DA, we can often make all heading changes by rudder only while keeping wings level resulting in negligible skids. The “secret” in conducting good precision approaches is being stable on the LOC and GS at all times without cross-tracking. Make smaller corrections when the needles are moving slowly, and larger changes when needles are moving faster.

Once becoming visual at DA, if you did everything right so far, you don’t need to do much else! Gradually transition to visual scanning, but do not abandon the GS and/or LOC completely until over the threshold. In a Seminole when you become visual, and decide to land, just extend the full landing flaps (40°) and stay on the GS. The pitch change will be minimal and the added drag will slow the airplane to about 85 KIAS over the threshold. When entering Flare height, smoothly close the throttles and pitch for the touchdown attitude (do not float) while controlling side-drift and airplane longitudinal alignment with the runway.

What about flaps and landing gear if we lose an engine? Are we not safer flying the approach without flaps to minimize drag?

Not really! You can just continue down the ILS cone at the same airspeed by adding some power on the operative engine, and when becoming visual, do not extend full flaps until closer to the threshold. One does not need to feather an inoperative engine and that would spare some directional problems when flaring. There is no need to touchdown faster with one engine failed. If a missed approach is likely, do not wait till DA; feather the inoperative engine, add full power, pitch up, retract flaps, then landing gear, and climb straight ahead. You will also have about 15 knots above the single-engine (SE) best-rate-of-climb airspeed, which you can use to buy some altitude (about 135 ft) or pay configuration-drag tax. Make sure that your current SE service ceiling is, at least, 3,000 feet, above DA/MAP and the single-engine go-around will be a realistic option even in light twins.

EDITORS NOTE: Dr. Nihad E. Daidzic, Ph.D, is an Associate Professor of Aviation at Minnesota State University-Mankato. He is also an Adjunct Associate Professor of Mechanical Engineering; Airline Transport Pilot certified, and a “Gold Seal” CFI-IA, ME-I, CFI-G, AGI, IGI. (Nihad.Daidzic@mnsu.edu). Website: http://ed.mnsu.edu/aviation/faculty/daidzic.html.
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