

# MIDWEST FLYER

**MAGAZINE**

OCTOBER/NOVEMBER 2007



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**ON THE COVER:** Michael Kukulski of Grayslake, Illinois, is taxiing his RV-4 in for the EAA Chapter 1389 Fly-In Breakfast held July 8 at Middleton Municipal Airport-Morey Field (C29), Middleton, Wis.

*Photo by Geoff Sobering*



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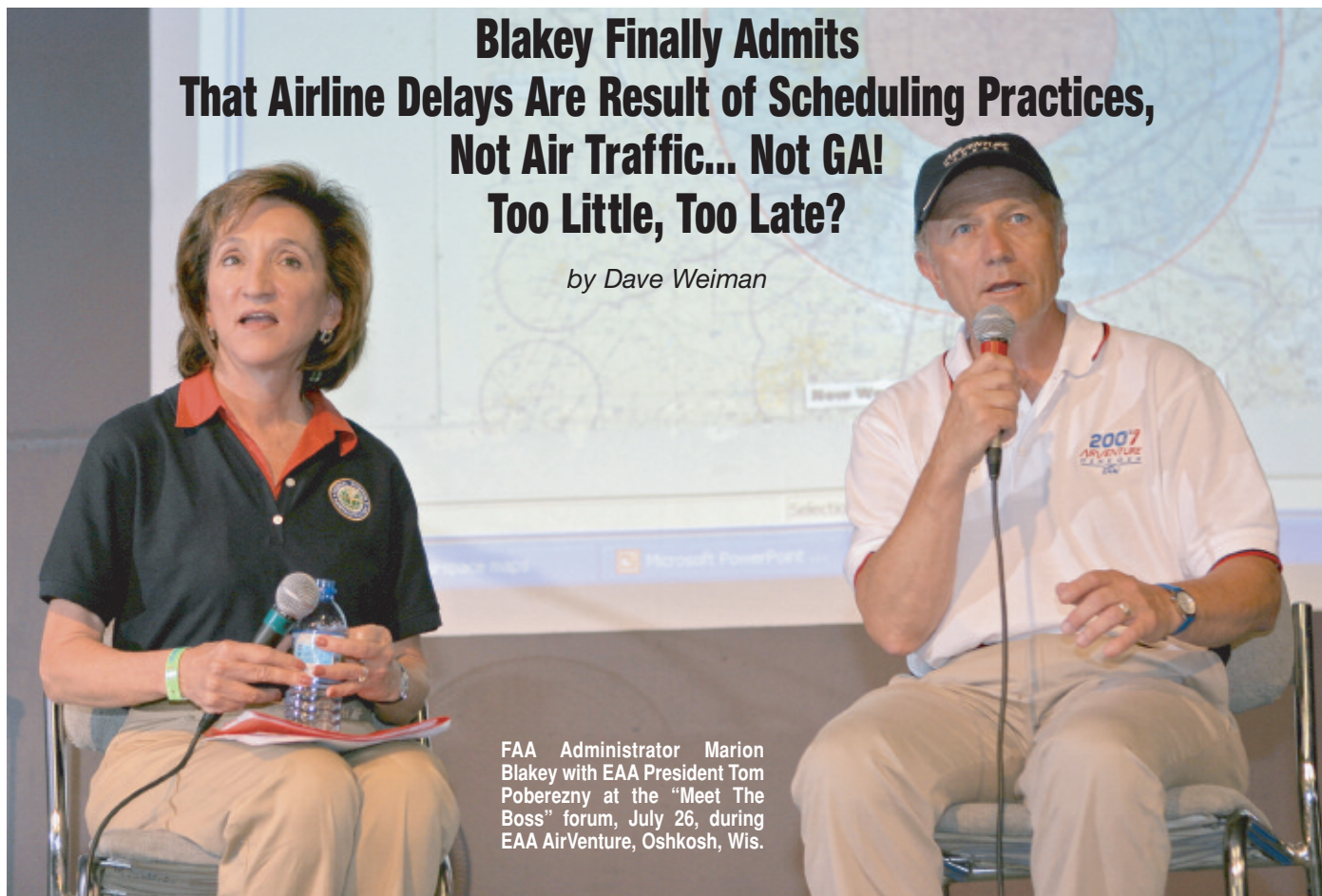
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# Blakey Finally Admits That Airline Delays Are Result of Scheduling Practices, Not Air Traffic... Not GA! Too Little, Too Late?

by Dave Weiman



FAA Administrator Marion Blakey with EAA President Tom Poberezny at the "Meet The Boss" forum, July 26, during EAA AirVenture, Oshkosh, Wis.

Dave Weiman

**W**ith FAA Administrator Marion Blakey closing her FAA

office door for the last time on September 13, after completing her five-year contract, many of us are asking, just who will the Bush



Dave Weiman

Administration get to replace her?

Deputy Administrator Bobby Sturgell becomes the acting administrator until a new FAA chief is appointed and confirmed by the Senate. Sturgell is a former military and airline pilot, so he knows something about aviation and how the system works. And according to AOPA, he was a key player in helping to push through the latest improvements to the Washington, D.C., Air Defense Identification Zone. But he is probably overly qualified for the Bush

Administration to make the appointment permanent, yet another strictly political or controversial appointment may not go well with the anti-Bush Congress.

Jaws dropped during Blakey's farewell speech on September 11 to an industry group in Washington, D.C., when she blamed airline delays on scheduling practices, not on air traffic control, and not on general aviation, which accounts for a small percentage of the traffic affecting the hubs. She even hinted that if the airlines don't shape up, government intervention is a real possibility. (See guest editorial by AOPA President Phil Boyer, on page 7.)

Blakey's comments also got the attention of Illinois Democrat, Congressman Jerry Costello, Chairman of the House Aviation Subcommittee:

"While I wish Administrator Blakey would have made these remarks in January, when they might

have had some effect on the summer travel season, I guess they are better late than never," said Costello. "As she also noted, the FAA has all the authority it needs to take action in regard to scheduling and delays, as it has done in the past. I have been making similar points all year."

Examining what the airlines are doing to address delays, and why the FAA has failed to step in to address the scheduling issue, was a major focus of the House Aviation Subcommittee hearing held September 26.

So why has Blakey waited until now to tell the truth? Also, why didn't the FAA remain neutral on the funding issue, rather than show favoritism towards the airline industry?

As recently as the "Meet the Boss" forum, July 26, during EAA AirVenture in Oshkosh, Wis., Blakey stood there before hundreds of us pilots with her staff of FAA officials, saying that we should support FAA's

ill-conceived and unjust proposal to fund the ATC modernization program, "NextGen," completely ignoring facts and fairness.

Thankfully, EAA President Tom Poberezny who emceed the forum, held his (our) ground, as did a number of GA pilots who made statements and asked questions.

Regardless of the politics involved in trying to protect the mismanaged airline industry, by not acting honestly and in the best interest of the aviation community and the public as a whole, Blakey let us all down. Her proposal to increase user fees on general aviation to help pay for an ATC system which she claimed was needed to relieve congestion and airline delays, while at the same time trying to reduce airline fees, would result in decreasing overall revenues, not increasing them.

We wish Marion Blakey well in her new position as President and CEO of the Aerospace Industries Association (AIA)\*, and look forward to working with the new



Pilots at the FAA "Meet The Boss" forum at EAA AirVenture tried to convince FAA Administrator Marion Blakey that an aviation fuel tax would be the fairest and most cost-effective means to fund "NextGen," but the Administrator was defending her proposal to create a bureaucracy to collect user fees for ATC services.

Administrator in reaching our common objectives in a cost-effective and fair manner.

\* AIA represents manufacturers and suppliers of civil, military, and

business aircraft, helicopters, unmanned aerial vehicles, space systems, aircraft engines, material, and related components, equipment services, and information technology. □

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## Record Set Straight On Congestion

by Phil Boyer

President

Aircraft Owners & Pilots Association

As we emerge from one of the worst summers for airline delays since 2000, things are getting even bumpier for the airlines. While they continue to pull out all the stops to get the



Phil Boyer

U.S. Congress to approve user fees on general aviation, even outgoing FAA Administrator Marion Blakey thought it was important to take a parting shot at their poor business practices.

About halfway through the speech to an industry group in Washington, D.C., she put the blame for airline delays squarely on airline scheduling practices, not air traffic control. Further, she delivered a not-so-veiled ultimatum that the government would



The presidents of EAA, NBAA, GAMA and AOPA held a forum, July 25, during EAA AirVenture, on the topic of FAA's proposed "user fees." (L/R) Tom Poberezny, Experimental Aircraft Association (EAA); Ed Bolen, National Business Aviation Association (NBAA); Peter Bunce, General Aviation Manufacturers Association (GAMA); and Phil Boyer, Aircraft Owners & Pilots Association (AOPA).

take action if the airlines didn't do so on their own.

"The airlines need to take a step back on scheduling practices that are at times out of line with reality. Passengers are growing weary of schedules that aren't worth the electrons they're printed on. Airline schedules have got to stop being the

fodder for late night monologues," Blakey said. "And if the airlines don't address this voluntarily, don't be surprised when the government steps in."

The government's own data show that weather and scheduling are the major causes of delays, yet the airlines have been trying to pin the delays on business jets. At the airports

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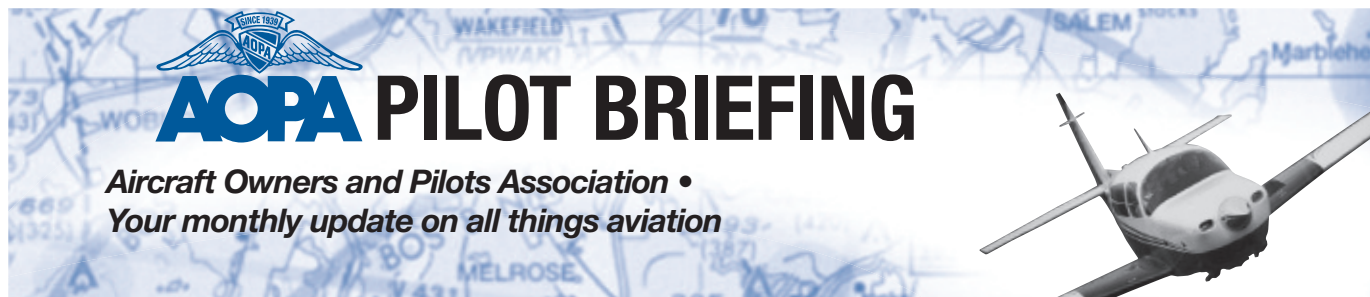
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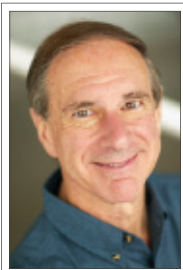


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## AOPA MEMBERS FIGHT MYTHS SPREAD BY AIRLINES



The big airlines are at it again. One by one they continue to send emails to their frequent fliers, or print editorials in their on-board magazines, blaming general aviation for clogging up the skies and burdening the ATC system. Other than weather, the FAA's data shows that

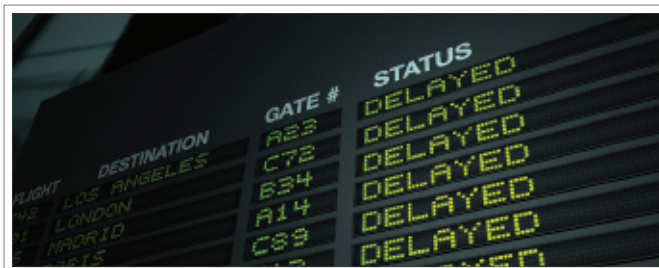
scheduling is the major cause of delays. Yet the airlines insist on propagating the myth that business jets are at fault. The truth is that at the airports with the highest delays, general aviation accounts for a small percentage of the traffic. And at the airports with the biggest airline delays, general aviation's numbers are miniscule. AOPA members are taking this fight right back to the airlines by sending emails to the CEOs of the offending airlines like Delta, Southwest, United and US Airways. Even Alaska Airlines, based in a state that relies on general aviation for daily living, is pushing these outra-

Alaska Airlines CEO William Ayer  
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 Delta CEO Gerald Grinstein  
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geous mistruths to their passengers. Join us in setting the record straight. Send your own email to the CEO of your favorite airline or one of these who has already attacked GA.



[www.aopa.org/FAAFundingDebate](http://www.aopa.org/FAAFundingDebate)



## COMPETITION DRIVING INSURANCE RATES DOWN



AOPA receives calls daily from members who want to know how they can reduce the cost of flying. That \$100 hamburger may be a little more costly these days, but – in a trend that's likely to continue – two insurance carriers actually have lowered premiums for certain general aviation aircraft, according to the AOPA Insurance Agency. Increased competition from new carriers entering the market may be the primary cause of this exciting decrease in premiums. To obtain an insurance quote, contact

the AOPA Insurance Agency at 1-800-622-AOPA (1-800-622-2672).



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with the highest delays, general aviation accounts for a small percentage of the traffic.

It's great to see the administrator sharing these facts. The capacity problem has to do with runways, and airline scheduling is a major factor. Desperately looking for some friendly cover, the airlines continue to reach out to their frequent fliers. Oddly enough, they think the very passengers stuck at gate delays will believe the myths about GA overloading the air traffic control system. Alaska Air and U.S. Airways are the latest to send broadcast emails to their passengers pleading with them to support "surcharges" or "user fees." They join Southwest, Delta and United Airlines who did so mid-summer.

Well, AOPA members are not just GA pilots, but many of us are passengers on the airlines too. We've been

fighting back by sending emails to the CEOs of these major airlines telling them what we think of their bending the truth to scare passengers just to pick up yet another potential windfall for them – at the expense of general aviation.

Join with your fellow pilots who say to the airlines, "Solve your own problems and stop blaming GA!" Send your own email to one of the big airlines attacking GA, like U.S. Airways, Delta and United. Or reach out to your favorite airline before they have a chance to play these same games too. Go to [www.aopa.org/FAAFundingDebate](http://www.aopa.org/FAAFundingDebate) for the full story on how AOPA continues to fight for pilots and learn more about how to finance the world's largest and safest air transportation system. Don't let the airlines shift the blame to GA. □

### Aviation Community Urges Naming Of New Administrator Without Delay!

WASHINGTON, D.C. – With the five-year term of FAA Administrator Marion Blakey expiring September 13, the aviation community, led by AOPA, EAA, NBAA, and GAMA, sent a letter to President George Bush urging him to appoint her successor at once. The letter emphasizes, "the vital need to nominate a strong individual who can be confirmed as the next administrator of the Federal Aviation Administration (FAA)."

"The total aviation community is united," said EAA President Tom Poberezny. "It's critical that swift action be taken to ensure continuity and for the long-term viability of our nation's aviation infrastructure."

The letter to the president came shortly after an announcement in late August that Blakey was named president and chief executive officer of the Aerospace Industries Association (AIA), a lobbying group for U.S. manufacturers of aerospace equipment. She is scheduled to begin in that role on November 12. □

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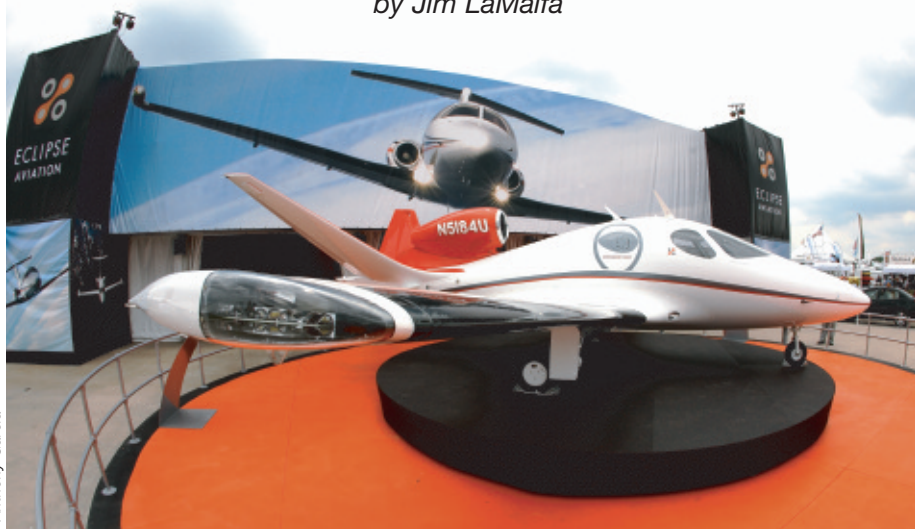


*Tom & Renee Watry*

## Bizjets, Biofuel & Batteries – EAA AirVenture-Oshkosh 2007

by Jim LaMalfa

Anthony Garcia



The V-tail Eclipse Concept Jet was among the single-engine jets introduced at EAA AirVenture.

The 2007 Experimental Aircraft Association fly-in and convention, EAA AirVenture, Oshkosh, Wis., opened July 23 to ideal weather conditions, fair skies and mild temperatures. With the presence of over 10,000 aircraft on the convention grounds, EAA directs the

overflow of people and aircraft to nearby Austin Straubel International Airport in Green Bay, Fond du Lac County Airport in Fond du Lac, and Outagamie County Airport in Appleton. Some warbird pilots have even used Twin County Airport in Menominee, Michigan, as a base, 100 statute miles northeast of Oshkosh.

I walked through the convention main entrance at 9 a.m. and witnessed none other than Tom Poberezny, President of EAA and convention chairman, with Dale and Alan Klapmeier, co-founders of Cirrus Design, introducing Cirrus Design's new Light Sport Aircraft, the "SRS."

A growing number of U.S. and overseas manufacturers of aircraft are bringing on line aircraft to supply anticipated needs of new pilots who qualify for the Sport Pilot Certificate, approved by the FAA. No medical is required, only a U.S. driver's license, however, range and horsepower are limited in aircraft of this category and sport pilots may not fly in controlled airspace or radar environments. EAA dedicated an area just south of Aero Shell Square for LSA so prospective new sport pilots could inspect the present and new models available to them.

The Klapmeiers described the new Cirrus SRS, taking questions from the

press. The SRS components are made in Poland, but assembled at the Cirrus plant in Duluth, Minnesota. The light sport aircraft comes equipped with a glass cockpit, ballistic parachute, and a Rotax engine, and will sell for around \$100,000.

Cessna's new LSA, the "SkyCatcher," caught a lot of attention, and sales were brisk, hitting over 400 on the second day of the convention. SkyCatcher is made of riveted aluminum, powered by a Continental O-200D 100 hp aircraft engine, uses panel mounted sticks, and comes equipped with a Garmin 300 glass cockpit and even an autopilot. Selling for a bit more than \$100,000, the first two production models were acquired by EAA for its aviation cadet and Young Eagles programs.

Some general aviation aircraft that date back to the late 1940s are being dusted off and introduced to the LSA market, such as the Luscombe Silhouette. The classic little tail wheel aircraft fits the LSA profile perfectly, requiring just a shorter range fuel tank to qualify.

Jim LaMalfa



North American FJ-4B "Fury."

Jim LaMalfa



B-25 Mitchell Bomber

Jim LaMalfa



Javelin Jet

GA8 Airvan



Jim LaMalfa

Quest Propjet



Jim LaMalfa

Enstrom Helicopter



Jim LaMalfa



Dave Weisman

Cirrus SRS Light Sport Aircraft.



Peggy Weisman

The Sonex Aircraft "E-Flight Initiative" proof of concept aircraft.

Moving down the line toward Aero Shell Square, we noticed a new control tower being erected just southeast of Wittman Regional Airport's venerable old control tower. All major and niche market U.S. and overseas manufacturers presented their new aircraft at Oshkosh 2007, as the event has become the place to

introduce aviation products of all kinds to the world market.

One such example was Eclipse Aviation's new single-engine V-tail jet, the Eclipse Concept Jet (ECJ). Kept under a veil of secrecy so that even company employees were unaware of its existence, the ECJ was unveiled on the first day of AirVenture

(July 23) in front of Eclipse Aviation's permanent expo building at Wittman Airfield. The ECJ follows in the footsteps of the company's very successful very light jet, the original Eclipse Jet. I interviewed the vice president of marketing, Mike McConnell, who stated that Eclipse Aviation delivered its first production very light jet to a

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"Subsequently, we delivered 35 aircraft to customers who had ordered them at precertification prices, under \$1,000,000," said McConnell. "After those orders are filled, the price will go to \$1.52 million. We already have orders for 2,700 aircraft."

Part 135 operators found several aircraft at Oshkosh to fill their needs, specifically the Kodiak turboprop heavy hauler made in Sandpoint, Idaho. The Pratt & Whitney PT6A-34 jet engine develops 750 hp at takeoff, allows the Kodiak to cruise at 190 kts, carries a useful load of 3,350 lbs, and seats 10. Just certified prior to Oshkosh 2007, Kodiak would like to sell you their utility aircraft for \$1.295 million.

Although the kerosene burning jet engine and internal combustion gasoline engines are still the mainstay of the general aviation fleet, other sources of fuel and power are beginning to show up and the EAA's show-case is the logical place to show them. During the air show on July 23, it was announced that a number of aerobatic performers were using ethanol to run their recip engines. And Jeremy Monnett, CEO of Sonex Aircraft, showed up on July 24 with an electric powered light aircraft. The

E-Flight Initiative, proof-of-concept aircraft, resembles company founder, John Monnett's other compact designs. The electric motor is a three-phase, 270 volt, 200 amp unit using computer machined anodized aluminum and nickel plated steel parts, weighs 50 lbs, and can power the aircraft up to 135 mph. The eight lithium polymer batteries are the same ones used by hybrid automobiles. Flying time is up to an hour before a recharge is needed.

The U.S. Air Force is celebrating its 60<sup>th</sup> anniversary in 2007, so they sent two F22 Raptors to dust up Wittman Field, plus a C-5A Galaxy transport, and flybys by a B1 and B2 bomber.

There were plenty of vintage warbirds at the convention, including a B-24 Liberator, a jewel-like Grumman F8F carrier based twin-engine "Tiger cat," a Curtiss SB2C "Helldiver," which I have never seen at Oshkosh before, dozens of T-34 Mentors, T-28 Trojans, and probably a third of the North American P-51 Mustangs still flying.

"Glacier Girl," the Lockheed P-38 recovered from a glacier in Greenland, and restored to better than new, made a return trip. A U-2 spy plane from the Cold War era also made an appearance. Also seen among the warbirds were medium-

range bombers from WWII: B-25 Mitchells, a Douglas A-26 "Invader," and a Viet Nam era "Caribou" transport used to carry airborne troops.

### High-Tech Devices Are Available To General Aviation

Ironically, as the number of certificated pilots in the United States diminished from the 1980s to the 21<sup>st</sup> century, the technology for safer flight has become more sophisticated. A case in point would be the U.S. Civil Air Patrol, an auxiliary wing of the USAF and their newly acquired 16 GA-8 Airvans. Looking like a small version of the Cessna Caravan, the GA-18 is built in Australia, but 95% of the parts are made in the U.S. The aircraft can be equipped with an FLIR system which allows CAP, which besides search and rescue, has a new mission with Homeland Security to observe ground activity at night or daytime with infrared detectors on board. This equipment can literally see in the dark or through heavy snow or dust, as well as detect any heat source such as people or machines.

### Pocket Rocket

Attempts have been made in the past to design and market a small personal jet for the pilot interested in



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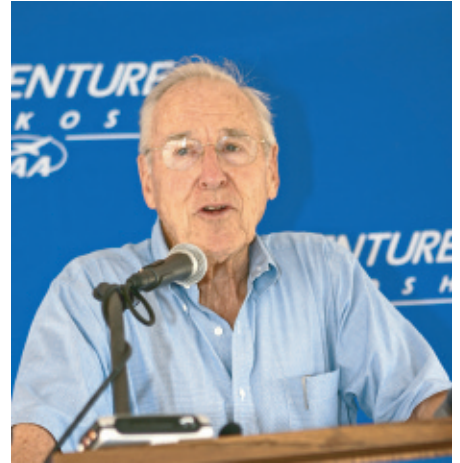
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National celebrities who are pilots attend EAA AirVenture for their personal enjoyment, as well as to support EAA programs and initiatives. Among celebrities that attended EAA AirVenture 2007 were actor/pilot, Morgan Freeman (above left); former U.S. Senator George McGovern (top right); and Apollo 13 astronaut, James Lovell (lower right). Freeman is a pilot and flies a Cessna 414 and a Citation 501SP; Sen. McGovern flew B-24 Liberators during World War II; and Capt. Lovell owns and flies a Cessna 421.

*Photos by Dave Weiman*



going faster than conventional aircraft allow. One thinks of the abortive Fox Jet and Jim Bede's BD-10, plagued by a lack of suitable engine. The

AvTechGroup (ATG), Englewood, Colorado, showed their version of a high-performance personal jet as well.

**CONTINUED ON PAGE 18**

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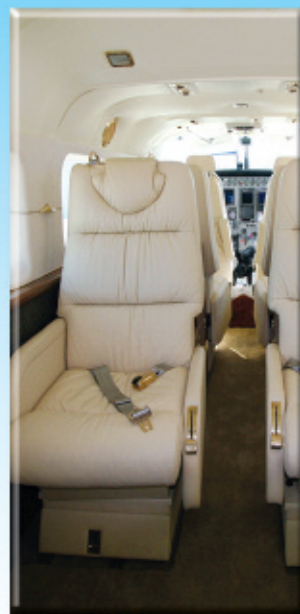
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## Beechcraft Celebrates Heritage At AirVenture



Among those who attended the Hawker Beechcraft "Beech Party" at EAA AirVenture-Oshkosh, July 22, in celebration of the 60th anniversary of the Bonanza, and the 75th anniversary of Beechcraft, was (L/R) John Parrish of the Beechcraft Heritage Museum (BHM); EAA President Tom Poberezny; BHM President Michael Greenblatt; and Harold Bost, president of the Bonanza Museum.

Poberezny said, "Beechcraft has had a tremendous impact on aviation's heritage, and EAA would be happy to support this (fly-in) event each year."

Displayed in the background is the oldest Bonanza still flying (NC80418) – a 1947 S35 V-tail Bonanza – which sold new for \$7,975. The aircraft has been totally restored to original condition, and is owned by the Beechcraft Heritage Museum, located in Tullahoma, Tenn. ([www.beechcraftheritagemuseum.org](http://www.beechcraftheritagemuseum.org)). The aircraft is equipped with the original E-165-4, 165 hp Continental engine, and has a total of 2300 hours on the airframe.

OSHKOSH, WIS. – Beechcraft owners, pilots and admirers of all types made it a point to join Hawker Beechcraft Corporation at this year's EAA AirVenture in Oshkosh, Wis.,

July 23-29. 2007 marks the 60<sup>th</sup> anniversary of the venerable Beechcraft Bonanza and the 75<sup>th</sup> anniversary of Beechcraft itself.

Hawker Beechcraft celebrated

throughout the show beginning with the Bonanzas to Oshkosh arrival on Saturday before the show started. Over 100 Bonanzas and Barons of all models make the annual trek from Rockford, Ill. to Oshkosh. The formation flight includes representative Bonanzas from almost every of the 40 models and each of the 60 years the aircraft has been in production. Among those airplanes at the front of the group were a 2007 special-edition 60th anniversary Bonanza G36, and one of the earliest Bonanzas still flying.

Hawker Beechcraft Corporation Chairman and CEO Jim Schuster flew with the group in the special-edition Bonanza. The 1947 Model 35 Bonanza, serial number D-18, is owned by the Beechcraft Heritage Museum in Tullahoma, Tenn. A superb example of a Bonanza in original condition, its polished aluminum skin is reminiscent of an airplane that would set the standard for which all other general aviation aircraft would be compared for the next six decades.

On Sunday afternoon, July 22, Hawker Beechcraft hosted a "Beech Party" in the North 40 aircraft parking area where hundreds of Barons and Bonanzas were parked. The next day, Aeroshell Square featured a Beechcraft Heritage display exhibiting at least one of each model of aircraft Beechcraft has built, beginning with a Beech Model 17 Staggerwing. The centerpiece of the display was the 1947 Model 35 Bonanza D-18, the 60<sup>th</sup> anniversary Bonanza G36 and a special-edition 75<sup>th</sup> anniversary Baron G58.

A Bonanza 60<sup>th</sup> anniversary section has been created at the Hawker Beechcraft website at [www.hawker-beechcraft.com](http://www.hawker-beechcraft.com). □

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## Beechcraft Heritage Museum

Tullahoma, Tennessee

[info@beechcraftheritagemuseum.org](mailto:info@beechcraftheritagemuseum.org)

Every July for the last three years, residents of Marinette, Wisconsin and Menominee, Michigan, are treated to the glorious sight of Beechcraft T-34 Mentors flying in formation, beginning on the Friday before EAA AirVenture opens at Wittman Regional Airport, Oshkosh, Wisconsin.

The twin cities of Marinette and Menominee own and jointly administer the airport, hence its name, Twin County Airport. The airport, however, is located in Menominee on the Michigan side of the Menominee River, boundary between northeast Wisconsin and the Upper Peninsula of Michigan.

Twin County Airport is normally pretty sedate, but it wasn't always that way. During World War II, Menominee was a hub of aviation production, home to the Lloyd Company, which manufactured the fuselage for the Waco CG 14 troop glider, engine mounts for the Curtiss Helldiver, and the front section of the Consolidated B-24 Liberator. The Lloyd Company was part of an array of manufacturers supplying components for the big four-engine bomber, which was assembled at Ford's Willow Run plant, north of Detroit. There is a model of the mile-long assembly line at EAA's AirVenture Museum.

The Mercury Company of Menominee also attempted to capitalize on the war effort with its Mercury BT 120 trainer. Endorsed by no less than aircraft designer/builder, Steve Wittman for whom Wittman Regional Airport is named, the open cockpit, two-place trainer was not awarded a contract by the Army Air Corps. Instead, the Boeing Stearman was selected as the primary trainer.

Why would a group of 15 Beechcraft T-34 Mentors, at one time primary trainers for the U.S. Air Force and U.S. Navy, congregate at Twin County Airport?

On Sunday, July 22, 2007 – the day before the Oshkosh opener – I asked Dan Thomas, president of the T-34 Association, why the T-34

## The Twin County Air Force!

by James LaMalfa



Jim LaMalfa

T-34s opening an airshow at EAA AirVenture 2007, Oshkosh, Wisconsin.

Association chose Menominee to practice. Thomas was at the formation clinic, flying as a safety pilot in the back seat with some of the newer formation pilots.

Thomas: "We like this area. There isn't a lot of traffic. Pilots can prac-

tice over the Bay of Green Bay where the air is calmer than over land, and folks are very friendly here. They come out to the airport and ask us to fly low over town in as big of a formation as we can while blowing air show smoke. If we tried to do that in

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California where I am from, the locals would shoot us down!"

LaMalfa: How many members are there in the T-34 Association, and how many Mentors are flying today?

Thomas: "There are 400 members in the T-34 Association and of the 250 T-34s registered in the U.S., about 200 are flying. The Mentor was manufactured from 1954 to 1956. The A model was supplied to the USAF, and the U.S. Navy flew a slightly different B model. The Navy used a turboprop version of the T-34, the C Model, which they are just now phasing out. None of the C models are in private hands."

LaMalfa: How much does a Mentor cost?

Thomas: "Anywhere from \$125,000 to \$400,000. It all depends on the condition of the airplane and how well it is equipped."

LaMalfa: The T-34 Mentors are among the lead performers in the Warbirds of America air show, which will be featured three times during EAA AirVenture 2007. How long does it take to fly to Wittman Field?

Thomas: "We fly in formation at 130 kts, so about 30 minutes."

LaMalfa: T-34s will be arriving from all over the U.S. to join up with the group practicing at Menominee for the airshow performance. I watched a group of eight Mentors peel off and land, two at a time in formation on Runway 14 at Twin County Airport. I assume this is how you land during the show at AirVenture?

Thomas: "We land three at a time in formation at the EAA air show."

LaMalfa: The pilot is in the front seat, but who sits in the back seat?

Thomas: "The military put the instructor in the back seat of the T-34,

and the student pilot up front.

However, we sometimes put a formation instructor or safety pilot in the back seat."

LaMalfa: When you watch the warbird airshow at Oshkosh, you will see Blackwell's yellow Navy Mentors, along with the Air Force version, painted silver. I asked Dan how the military version of the Beech aircraft differs from the civilian Bonanza.

Thomas: "The T-34 is capable of aerobatics and you fly with a stick instead of a yoke."

LaMalfa: Is the cockpit environment noisy?

Thomas: "Sure, but many of us use noise canceling headphones."

I also chatted with Dan Blackwell and his son, Dan, Jr, owners of an immaculate Mentor based at Pittsburgh, Pa. The aircraft, owned by his father, is powered by a 300 hp IFI 50B Continental, just like the civilian Bonanza, and uses a new scimitar prop, which helps with climb performance. Dan, Jr. also owns a Mentor with the original 225 hp engine. Both aircraft are painted yellow, like a lot of Mentors are today.

LaMalfa: I noticed that one of the Mentors is equipped with wing-tip tanks.

Dan, Jr.: "The tip tanks allow that aircraft to carry 80 gallons of fuel."

LaMalfa: The Bonanza continues to be a popular aircraft, despite all of the modern composite designs on the market today.

Dan, Jr.: "Beechcraft has lowered the price on the Bonanza to around \$500,000, and there's a waiting list."

When in formation, the Mentors

fly with about 5 feet of horizontal separation and 4 feet vertical, and yes, "Tail-End Charlie" at the rear of the formation has to deal with wake turbulence!

The T-34 Mentor pilots are members of Warbirds of America, a division of the Experimental Aircraft Association.

With the 60<sup>th</sup> anniversary of the Bonanza celebrated at EAA AirVenture, there were a lot of Bonanzas and Mentors in attendance this year.

We hope to see the Twin County Air Force back next summer, the Friday before EAA AirVenture 2008! ☐

### **Bizjets, Biofuel ... From P. 14**

Called the "Javelin," this aircraft looks more like a military jet such as the USAF's T38 "Talon" basic trainer. Set up with a full glass cockpit, its wing span is 25 feet, and it has tandem seating for two, a high-speed cruise of 500 kts, and climbs at 9,000 feet per minute with a ceiling of 45,000 feet. It is equipped for flight into known icing conditions. The company requires potential buyers/pilots to have 500 hours of turbine flying under their belts and will train owners. The cost: \$3 million, not out of line for this pocket rocket!" ☐

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# Ohio Pilot Makes Safe Landing On Highway Enroute To OSH

FOND DU LAC, WIS. – A World War II North American T-6 Texan (N22NA) flown by air show performer, Bill Leff, 60, of Dayton, Ohio, had an engine failure on July 22 while en route to EAA AirVenture in Oshkosh, Wis. The veteran aviator successfully made an emergency landing on Hwy. 41, across from the Fond du Lac, Wis. airport, 15 miles south of Oshkosh. Leff was planning to perform at AirVenture, when his plans suddenly changed.

There were two squad cars pulled over to the side of the highway, assisting an RV owner with a flat tire when Leff decided to drop in.

"I was on the warbird arrival to Oshkosh, south of Fond du Lac, Wis., when suddenly I experienced engine trouble," said Leff.

"I immediately turned towards the airport because it was right there, and told Oshkosh tower that I had a problem. They transferred me over to the Fond du Lac tower, and they cleared me to land anywhere I could get to.

"As I approached the Fond du Lac airport, the engine just quit. After I evaluated the situation, the only thing I could do was land on the highway, despite the heavy traffic."

With less than 2,000 feet of altitude and less than 2 minutes before touch-down, Leff decided that he would land with the northbound traffic on the highway directly in front of him. The controllers immediately contacted the Wisconsin Highway Patrol, and after receiving the call, one of the two squad cars which were pulled over to help the disabled RV, pulled out into traffic in the exact same spot where Leff was planning to land.

With but a split second to respond, Leff decided to first touch down behind the squad car, bounce over it, then land ahead of the squad car and try and avoid hitting the cars ahead of him. With his video camera rolling, the highway patrolman captured on



Peggy Weiman

film all but Leff's first touch-down behind his squad car.

While Leff managed to avoid hitting any vehicles on the highway, he could not avoid hitting one road sign and slightly damaged his right wing. Leff's son, Gregory, 19, was flying with his dad when the mishap occurred, and both escaped injury.

Fond du Lac Airport officials took down a section of the airport fence and towed the T-6 to the airport where it was hangared until repairs could be made.

Midwest Texans ([www.midwest-texans.com](http://www.midwest-texans.com)) came up from

(TOP PHOTO) Bill Leff performs his night performance in his T-6 Texan with wingtip pyrotechnics. (BOTTOM PHOTO L/R) Dave Weiman of *MIDWEST FLYER MAGAZINE* greets airshow performer, Bill Leff, at EAA AirVenture in Oshkosh, following Leff's emergency landing on Hwy. 41 in Fond du Lac, Wis.



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Huntington, Indiana, and put a loaner wing on while they repaired Leff's wing. Tulsa Aircraft Engines ([www.tulsaaircraftengines.com](http://www.tulsaaircraftengines.com)) overhauled Leff's spare R-1340 and had it back to him in just over 5 weeks. Fond du Lac Skyport's ([www.fdlskyport.com](http://www.fdlskyport.com)) chief mechanic, Gary Wall, assisted Leff in putting the plane back in the air. Leff flew the T-6 home September 16 and left September 18 to fly a private airshow at Marco Island, Fla., followed by another private show at Fantasy of Flight in Polk

City, Fla.

Prior to opening his own flight training facility in Dayton, Ohio, Leff was a pilot for State Farm Insurance in Bloomington, Illinois. He climbed to air show stardom by creating a computerized pyrotechnic night show featuring the T-6 and integrated music over the PA system.

Making the emergency landing on the highway gave Leff even more publicity, as he was contacted by all of the news services and national radio and television networks to tell his

story. *Midwest Flyer Magazine* met up with Leff later on the EAA grounds, as did the owner of the stranded RV who was none other than fellow warbird pilot, Dave Mann, manager of Batten International Airport, Racine, Wis. Mann told Leff that he never realized how large a T-6 was until one passed 20 feet over his head.

Leff's North American T6 Texan was built in 1943. The aircraft was the most widely used advanced trainer during World War II and the Korean War. □

## World Record-Holder Killed En Route To EAA



Hans Georg Schmid after returning from the second circumnavigation of the world in 2000.

**BASEL, SWITZERLAND** – A veteran pilot trying to break a speed record en route to EAA AirVenture, Oshkosh, Wis., was killed when his Express 2000 ER experimental aircraft crashed into an apartment build-

ing and playground in Basel, Switzerland on July 23. Three people on the ground were injured. The accident occurred shortly after takeoff from EuroAirport Basel-Mulhouse-Freiburg, across the border in France, according to authorities.

The pilot, identified as Hans Georg Schmid, a former Swissair pilot, had been trying to break a world record for a solo single-engine flight. He had planned to fly more than 4,970 miles with the C1-D class of plane, aiming to reach Oshkosh in 30 hours.

*Midwest Flyer Magazine* (MFM) featured Schmid in its June/July 2007 issue, describing his plans to fly over both of the Earth's Poles and the four corners of the world later this year, providing he could raise enough money. MFM Editor Dave Weiman

recalled his emails with Schmid, stating that he seemed very passionate about aviation, looked forward to making the flight this fall, and was working very hard at soliciting corporate sponsors.

Schmid had previously set world records circumnavigating the globe in both eastbound and westbound directions. His new attempts would have been northbound and southbound, crossing the North Pole and Antarctica on each trip.

Schmid had 16,000 hours and held 162 world aviation records. The Express 2000 ER was powered by a Lycoming IO-580-B1A, 315 hp engine with an MT propeller.

The Swiss Aircraft Accident Investigation Bureau was apparently investigating the accident. □

## Two Mustangs Collide While Landing At AirVenture

**OSHKOSH, WIS.** – Two P-51 Mustangs collided on the south end of Rwy 18/36 at Wittman Regional Airport in Oshkosh, Wis., during EAA

AirVenture, on July 27, killing one of the pilots. The two warbirds were participating in the daily Showcase Flights at EAA when, according to a series of still photographs, the propeller of the trailing aircraft collided with the tail of the lead aircraft. The

pilot killed in the trailing aircraft was Gerald Beck of Wahpeton, North Dakota. The pilot in the lead aircraft who survived was Casey Odegaard, of Kindred, North Dakota. The two pilots were landing following a simulated air race performance. □



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## Adventurer Steve Fossett Missing

SMITH VALLEY, NEV. – At press time, aviation record-holder, Steve Fossett, was still missing when he took off from Baron Hilton's Ranch in the western Nevada community of Smith Valley on September 4. He was flying Hilton's Citabria, and he did not tell anyone where he was going. Fossett also did not file a flight plan. A fleet of 10 aircraft including a Lockheed C-130 with infrared sensors



Steve Fossett in the "Global Flyer" in 2005.  
Photo Courtesy of EAA

have been involved in the search.

Record-holder Fossett flew solo around-the-world in a balloon in 2002, and a second time in 2005 in an unrefueled flight in the single-engine jet aircraft, "Global Flyer." Then in 2006, Fossett soared to 50,671 feet in a glider over Argentina.

Steve Fossett was in Nevada preparing for a land-speed record attempt in a jet-powered car on the Bonneville Flats when he visited the Hilton Ranch. □

### UPCOMING EVENTS

#### 2008 Great Lakes Aviation Expo

It is that time of the year again to make plans to attend the upcoming Great Lakes Aviation Expo and Conference to be held at the Rock

Financial Showplace in Novi, Michigan, Feb 1-2.

Organizers have been working to expand and improve upon last year's event with an even wider array of speakers and presenters with over 80

special sessions and a larger exhibit area.

Take advantage of the early discount program and register online at [www.GreatLakesAviationConference.com](http://www.GreatLakesAviationConference.com). □

### SAFETY



(L/R) Aerobatic safety instructor, Rich Stowell; Jeff Uitermarkt; Larry Vande Voort; and Shane Vande Voort.

#### Emergency Maneuver Training Comes To Iowa

PELLA, IOWA – Classic Aviation, Inc., located on Pella Airport, recently hosted an evening safety seminar and three-day emergency maneuver training clinic. Master Aerobatic Instructor Rich Stowell, a well-known spin and emergency maneuver training expert, conducted the seminar and provided the hands-on training in Classic Aviation's 1999 Citabria 7GCBC.

According to Master Instructor Shane Vande Voort, who not only manages the Pella Airport, but also owns Classic Aviation, "We are always looking for new and innova-

tive programs for the aviation community here in the Midwest. It was also important for instructors to train with someone like Rich Stowell, so that we can now offer quality training in emergency maneuvers."

A dozen airplanes flew in and more than 60 pilots attended the free evening seminar. During 20 intensive training sessions, Classic Aviation instructors averaged more than five spins per hour, experienced various roll recovery and control failure scenarios, and performed numerous variations of stalls, including stalls in

slips.

For more information, call (641) 628-9393 or visit [www.flyclassicaviation.com](http://www.flyclassicaviation.com). □

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# The Do's & Do Not's of Aircraft Accident & Incident Reporting

by Gregory J. Reigel  
Attorney At Law

An airman recently asked me whether he needed to report an aircraft "mishap" in which he was involved, to the Federal Aviation Administration (FAA) or National Transportation Safety Board (NTSB). When I told him it would depend upon exactly what type of "mishap" he was referring to, he provided me with a more detailed explanation of what had happened. With this information in hand, and a quick review of 49 CFR Part 830 (also known as NTSB Rule 830), I was able to tell him that he did not need to report his "mishap."

Unfortunately, quite a few airmen



Gregory J. Reigel

are either uncertain of or unfamiliar with the reporting requirements of Part 830 and they don't discuss the issue with an aviation attorney prior to making the decision whether to report. This is unfortunate because some airmen have reported aircraft incidents when they were not obligated to make the report and have drawn undue attention from the FAA. Knowing when you are required to report and when you are not, can save an airman a lot of unnecessary grief.

## Who Do You Notify?

Part 830.5 requires that the operator of an aircraft provide notification of any "accident" and certain "incidents" immediately. It is important to note that you must notify NTSB, not the FAA. The NTSB is a federal agency separate from the FAA and it has the authority to investigate aircraft accidents and reportable incidents. Although NTSB delegates some accident investigation to the FAA, the notification required by Part 830 must be made to NTSB.

The notification must be given to NTSB immediately. Part 830.6 states that the initial notification must include the following information: (1) Type, nationality, and registration marks of the aircraft; (2) Name of owner, and operator of the aircraft; (3) Name of the pilot-in-command; (4) Date and time of the accident; (5) Last point of departure and point of intended landing of the aircraft; (6) Position of the aircraft with reference to some easily defined geographical point; (7) Number of persons aboard, number killed, and number seriously injured; (8) Nature of the accident, the weather and the extent of damage to the aircraft, so far as is known; and (9) A description of any explosives, radioactive materials, or other dangerous articles carried.

In addition to the initial notification,

a written report of an accident must be made on NTSB Form 6120 and filed with the nearest NTSB field office within 10 days of the accident, or for a reportable incident, only as requested by an authorized representative of NTSB. The form is available from NTSB field offices and can also be obtained from the local FAA Flight Standards District Office (FSDO).

## Who Is Required To Provide The Notification?

The rule defines an "operator" as "any person who causes or authorizes the operation of an aircraft" which can include the owner, lessee, or anyone flying or using the aircraft. Please note that this does not necessarily mean the pilot. An aircraft owner or fixed base operator can make the report even if the pilot does not. However, if someone other than the pilot makes the report, Part 830.15(b) requires that the crewmembers, if they are physically able at the time the report is submitted, attach a statement providing the facts, conditions, and circumstances relating to the accident or incident as they appear to him or her. If the crewmember is incapacitated, he or she must submit the statement as soon as he or she is physically able.

## Accident, Incident or Neither?

Although the terms "accident" and "incident" have commonly understood meanings, for purposes of this rule you must understand the meanings defined in Part 830.2 in order to determine whether you are dealing with an accident, a reportable incident, or neither.

Under the Rule, an "accident" is "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage."

Although "death" is easily understood, the rule provides specific definitions for the terms "serious injury"

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and "substantial damage."

A "serious injury" is defined as "any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface."

"Substantial damage means damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component."

Substantial damage does not include: engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips./1/

An "incident" is defined as "an occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations."

You do not need to report an incident involving a small aircraft except when it involves: 1) Flight control system malfunction or failure; (2)

Inability of any required flight crewmember to perform normal flight duties as a result of injury or illness; (3) Failure of structural components of a turbine engine excluding compressor and turbine blades and vanes; (4) In-flight fire; (5) Aircraft collide in flight; or (6) Damage to property, other than the aircraft, estimated to exceed \$25,000 for repair (including materials and labor) or fair market value in the event of total loss, whichever is less./2/

Incidents involving large, multi-engine aircraft (more than 12,500 pounds maximum certificated takeoff weight) must be reported if they involve: (1) In-flight failure of electrical systems which requires the sustained use of an emergency bus powered by a back-up source such as a battery, auxiliary power unit, or air-driven generator to retain flight control or essential instruments; (2) In-flight failure of hydraulic systems that results in sustained reliance on the sole remaining hydraulic or mechanical system for movement of flight control surfaces; (3) Sustained loss of the power or thrust produced by two or more engines; and (4) An evacuation of an aircraft in which an emergency egress system is utilized.

#### Conclusion

As you can see from the rule, the definitions are very specific. Under the rule's definitions, minimal bent metal or your typical gear-up landings, do not trigger the notification and reporting requirements. However, any time you

find yourself in a situation in which a "mishap" has occurred, it is important that you familiarize yourself with, and compare the facts of your situation to, Rule 830.

Why is this important? First, because it is a law with which we must comply. And, although a quick search did not reveal any enforcement or civil penalty actions based upon a failure to provide notification of an accident or incident, such an action is possible.

Second, an aircraft mishap can be costly and embarrassing enough without drawing undue attention to it with an unnecessary report to NTSB or the FAA. Certainly if your "mishap" fits within the definition of an accident or reportable incident, you need to provide notification as required by the rule. However, if it does not, you do not need to report it to NTSB.

The FAA has pursued enforcement actions against airmen arising out of reported aircraft "mishaps" that Rule 830 did not require that the airmen

**CONTINUED ON PAGE 27**

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# Flamingo Watching At EAA Is Sport Aviation

by Karen Workman

**“L**ook for the flamingos at the top of the hill,” he said. I was in a speck of a town called Fisk, Wisconsin. I turned right, drove past the near-empty parking lot of the town’s lone tavern and looked for flamingos at the top of the hill. I saw them; they were hard to miss. Five men in pink shirts – so bright you could see them a million miles away, gathered in front of a trailer and holding the largest binoculars I’ve ever seen. These were the “Men of Fisk,” air traffic controllers for flights approaching Oshkosh, Wisconsin during the week of EAA’s AirVenture.

## Flying In

Fisk, a town located approximately 8 miles southwest of Oshkosh, was the required entry point for all airplanes flying VFR to the greatest airshow on earth. From everywhere in the country, pilots found their way to Ripon, Wis. and followed the railroad tracks to Fisk. Pilotage doesn’t get any easier than that. The organizers even laid large pink arrows alongside the tracks to help pilots confirm that they’re following the right path, going in the right direction.

The Men of Fisk watched the line of arrivals. All planes were expected to be at 1,800 feet MSL and 90 knots or at 2,300 feet and 135 knots. With almost comically large binoculars, each plane was identified by the controllers and directed toward the landing runway that was nearest the parking for that plane type. Antique and classic aircraft were parked at one corner of the field, and “spam cans,” Cessna 172s, Piper Cherokees, etc. were parked at another, and so on.

“Debonair over tracks at Fisk, follow the railroad tracks northeast out of Fisk to enter a right downwind for Runway 27, over the gravel pit located half-mile north of airport. Maintain

one thousand, eight hundred feet.”

Communication was almost solely one way from the controllers. Pilots were to listen and silently comply. Occasionally a plane was asked to rock its wings, but only when there was confusion. Controllers could tell if the plane understood its assignment by watching its flight path. They also had to be alert to the infrequent plane further down the line that wanted to follow the assignment directed to an aircraft ahead of it, and get everyone marching in line again.

## On The Hill

A white trailer sat at the top of a small grassy hill with numerous tall antennas surrounding it, a wooden deck on which a folding table decorated with duct-tape and loose papers was set up, and a portable metal storage bin that contained electronic equipment, a myriad of wires, and a large beige telephone. When the telephone rang, the nearest controller quickly reached into the bin to answer it. It was a call from the tower to let the Men of Fisk know changes to the runway usage. Tower might say that Runway 36 is now for departures only, and all arrivals should be directed to Runway 27.

The tower was required to accept arrivals sent to it by the controllers at Fisk and coordinate them with departures. “How goes Fisk, so goes the tower,” was their catch phrase. When tower became overwhelmed with traffic, Fisk would be asked to start holding planes. The first aircraft that could be easily and positively identified would be directed to circle around an oval lake located approximately 7 miles southwest of Fisk. That plane would be watched as the lead and subsequent arrivals would be sent to follow it around and around. When tower determined the hold was no longer needed, Fisk would receive

another phone call. The lead plane would then be directed out of the holding pattern and put on course for arrival at Oshkosh.

## The Team

The Men of Fisk milled around the deck, sometimes sitting at the table, sometimes standing to stretch or to get a better look at the sky. Their eight-hour shift began at six o’clock that morning and they had only a few hours left in their duty day. They would have the afternoon and evening off. The next day, they would no longer be the Men of Fisk. They would wake up as the “Fly-By Mobile Team” on Runway 18-36.

Air traffic control at Oshkosh during AirVenture is managed by small teams committed to safely guiding the visiting planes. These teams consist of an elite group of highly experienced controllers from around the country. For more than a week each summer, Oshkosh is the busiest airport in the world. To keep it safe, only the best of the best are chosen to control the traffic.

## Preparation

Every February, interested controllers submit a bid to work at the event. Selections are announced in the spring and 15 teams are assigned. Each team would ideally have a lead, a veteran, a limited and a rookie. The “lead” would be an air traffic controller with many AirVenture shows under his/her belt, who had also demonstrated their ability to supervise effectively. The “veteran” would have worked at least two previous years at AirVenture. The “limited” would have worked one year before. And then there’s the “rookie,” the new kid on the block. This person made the cut to work in the intense environment of AirVenture, but hadn’t yet gotten his/her feet wet.



Air traffic controllers coordinate inbound aircraft to Wittman Field at the "Fisk" intersection.  
Photos by Karen Workman

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## FLAMINGOS CONTINUED

Approximately one-third of the controllers are also pilots. All of them hold a second-class FAA medical certificate. In addition to being able to work in extremely busy conditions, each of them has a knack for working within a team. Team players are valuable for good communications with pilots, as well as rapport with other controllers.

Two months prior to AirVenture, study materials are sent to the chosen controllers. The materials include detailed job information as well as the Notice to Airmen that pilots will receive. The controllers rotate duties daily and need to have a full understanding of the entire scope of traffic control before they report for duty in July.

Four days before the event, the controllers show up in Oshkosh and their tour of duty begins. They get reacquainted with one another and meet those who are new, and settle in.

Three days before the event, the controllers spend an entire day in a classroom reviewing the materials that had been sent to them, making sure each person fully understands all of the procedures, frequencies, traffic flow; everything. And finally, there's a written test at the end of the day that everyone must pass. Upon successful completion, everyone is awarded a stunning pink shirt with, "Oshkosh Tower" written in large black letters across the back.

### Assignments

All of the controllers are expected to manage traffic at the Fisk arrival

point, from inside the tower, and on the runways. The teams stay together, regardless of what job they perform. One day, they are The Men of Fisk; the next day, the team becomes Tower Controllers, and the next day they are on the runways as either the Itinerant Mobile Team or the Fly-By Mobile Team. I asked a controller, "Which position is best?" He replied, "I enjoy them all; every one is a blast!"

During AirVenture, the tower is the heart and soul of the airport. The tower controllers are fed all incoming traffic, VFR as well as IFR, and have to get them on the runways. The controllers are also responsible for dispatching departures between arrivals. It is a fine art to coordinate all the planes. It isn't unusual to process more than 150 planes an hour during peak times. The tower is staffed with two tower controller teams to keep it running smoothly.

The two mobile teams stand on the runways – Itinerant Mobile on Runway 9-27, Fly-By Mobile on Runway 18-36. They communicate on three levels: to the airplanes, to each other, and to the tower. They share a mobile command center, affectionately referred to as, "Moo Cow." The Mobile controllers direct airplanes to their parking area as they land, or to the departure end of the runway if they are on their way out. Due to their close proximity to powered aircraft, Mobile controllers need to stay highly alert to all of the activity around them. They keep an eye on what the planes were doing as well as watch out for each other. According to one controller, "Their heads are on a

swivel at all times. They are constantly looking for the normal and the abnormal, something out of place."

Two days before AirVenture's opening ceremonies, the controllers don their brilliant pink shirts and teams take their positions. Planes begin arriving en masse. Most of the general aviation parking spots are full by opening day, although a minor exodus is expected each day following the afternoon airshow.

When parking at OSH is full, arriving planes are diverted to Appleton, approximately 20 miles north, or Fond du Lac, approximately 20 miles south. A van service runs between the airports to shuttle redirected pilots and their passengers. During the nine days of AirVenture, more than 10,000 planes arrive and depart, with concentration of the activity at the front and back ends of the event.

### Are They For Real?

Talking to the "Flamingo" Men of Fisk the day before AirVenture closed, I learned that the incredible task of safely managing an immense volume of air traffic is done by real people who are really talented and really committed. They come from all over the country and have a variety of backgrounds. There was "Dan" from Chicago O'Hare and "Harry" from Youngstown, Ohio, both rookies, working their first year at AirVenture. There was "Mike" from Ft. Smith, Ark., who was working his second year at the event and "Rick" from Evansville, Ind., a veteran in his eighth year. This team was led by "John," a tower controller at

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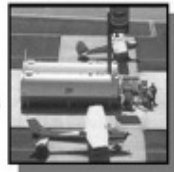


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Minneapolis-St. Paul International Airport (MSP). He has been wearing the pink since 1989.

In the middle of summer, these good people set aside their personal lives to keep the skies and guests of Oshkosh safe. John, for example, could have been working on the unfinished kit plane in his barn. Asked why he comes back year after year, he said, "The uniqueness of working at Oshkosh is unlike anything else you'll ever do. It's always a challenge. It's the hardest work you'll ever love as a controller." He continued, thoughtful, smiling, "It's almost overwhelming (to

explain the work). I can't come up with the words. It's just... FUN!"

This team was representative of all the men and women controlling air traffic at the world's busiest airport for one and a half incredible weeks each summer in Wisconsin. Being a controller at Oshkosh during EAA AirVenture is an extremely challenging job. The pressure is great and the stakes are high. Safety is paramount. But there's the fun factor too. "Most of all, we want everyone to be safe. But we want them to have fun too. I mean, that's why they came," said one controller. The con-

trollers' philosophy could be every GA pilot's mantra: "Keep it safe, keep it fun."

Remember the next time you see a "flamingo" at Oshkosh, tip your embroidered cap and say, "Thanks." The men and women in blazing pink shirts are the good guys!

Special thanks to John Moore, MSP ATC, and his 2007 Oshkosh team.

**EDITOR'S NOTE:** Karen Workman is an instrument-rated Private Pilot and works in a corporate flight department as the office administrator. She lives in Northfield, Minn. with her husband, Eric, who is also a pilot. They own a 1959 Piper Tri-Pacer. □

### ACCIDENT REPORTING FROM P. 23

report. By understanding the obligations imposed by Rule 830, you can ensure your compliance and avoid any unnecessary attention from the FAA if you are involved in an aircraft "mishap."

/1/ The NTSB has published a Notice of Proposed Rulemaking proposing to expand Part 830 to include certain events that are not currently subject to Part 830's reporting requirements. The proposed amendment includes revision of the definitions in Part 830.2 to remove reference to ground damage to helicopter rotor blades from the list of exclusions in order to "bring events involving ground damage to main or tail rotor blades within the definition of an accident and clearly make them reportable events."

/2/ The NTSB is also proposing to

amend Part 830.5 so that the following events are added to the current list of events requiring immediate NTSB notification: (a) failure of any internal turbine engine component that results in the escape of debris other than out the exhaust path; (b) structural failure of a propeller resulting in the release of all or a portion of a propeller blade from an aircraft, excluding release caused solely by ground contact; (c) loss of information from a majority of an aircraft's certified electronic primary displays (excluding momentary inaccuracy or flickering from display systems that are certified installations); and (d) any Airborne Collision and Avoidance System (ACAS) resolution advisories (RA) issued when an aircraft is being operated on an instrument flight rules (IFR) flight plan.

**NOTE:** The information contained in this article is intended for the education and

benefit of Reigel & Associates, Ltd.'s clients and prospective clients. The information should not be relied upon as advice to help you with your specific issue. Each case is unique and must be analyzed by an attorney licensed to practice in your area with respect to the particular facts and applicable current law before any advice can be given.

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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](http://www.aerolegalservices.com), 952-238-1060, [greigel@aerolegalservices.com](mailto:greigel@aerolegalservices.com)). □



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# Cessna's Light Sport Aircraft "SkyCatcher" Unveiled At EAA AirVenture

Dave Weiman



EAA President Tom Poberezny (left) spoke at the unveiling ceremonies of Cessna's "SkyCatcher," along with Cessna President Jack Pelton (right).

by Tom Thomas

OSHKOSH, WIS. – The new Cessna 162 SkyCatcher arrived at EAA AirVenture, Wittman Regional Airport, July 23-29, in style, all shiny,

purple and gold. An enthusiastic crowd of reporters first encircled SkyCatcher in the Eagle Hangar at the EAA AirVenture Museum, July 22, the day before its unveiling on the EAA convention grounds. It was a full-scale mock-up presented for the media to experience, photograph and sit in. Cessna reworked its initial concept for its light sport aircraft (LSA) and came up with something pretty special. SkyCatcher is an exciting light sport aircraft with a surprisingly big bang for the buck! The buyer gets a lot of aircraft for the introductory price tag of \$109,500.

The news conference was opened



Dave Weiman

Cessna's SkyCatcher will be equipped with the new Garmin G-300, which is still under development.



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SkyCatcher C162

by Jack Pelton, Cessna's CEO, who explained the developmental process used to arrive at the SkyCatcher design. It was a well thought out, and methodical process.

Pelton went on to point out that with an air-cooled Continental O-200D engine, its powerplant has a proven track

Within 1 hour after the ribbon was cut to dedicate Cessna's new "SkyCatcher" light sport aircraft, 100 aircraft had been sold! That 100<sup>th</sup> aircraft went to retiring Wisconsin State Trooper, Jeff Miller of Oshkosh, Wis. (L/R) Miller's brother Greg, Miller's son Chris, Jeff Miller, and Dana Denton of Cessna, who wrote up the sales order and accepted Miller's deposit. Miller is taking flying lessons at Lakeshore Aviation in Manitowoc, Wis., and Western Shores Aviation in Sheboygan, Wis. Miller has been training in a Cessna 172, but says that for his type of flying, the "SkyCatcher" will be perfect!





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record with its advantages in operations, warranty and maintenance. It was chosen because it was reported to have a greater mean-time-between-overhaul period than other engines considered, and it demonstrated a lower operating cost. With a 100 hp Continental, the SkyCatcher will cruise at 118 kts with wheel pants at a maximum gross weight of 1320 lbs, including 25 gallons of 100LL, giving it a maximum range of 470 nautical miles.

During the Q&A session, one reporter asked if Cessna was considering the use of auto fuel. Pelton responded that they are "exploring" the use of car gas.

SkyCatcher is aluminum and meets ASTM standard F2245 for light sport aircraft, has tricycle landing gear with a castering nose wheel, and standard dual toe-actuated disc brakes.

Instrumentation includes a Garmin 300 glass cockpit, which is currently under development. The G-300 is a VFR GPS with a split screen to include both flight and engine instruments along with a comm radio. An autopilot is included as standard equipment, and the aircraft has dual "stick-like" flight controls with electric trim. The stick operates the elevator in the standard forward and aft movement, and the aileron movement is accomplished by sliding/pushing the stick to the right or left for banking/turning. Moving the stick seemed a little different at first, but should be easily picked up.

The doors open up as opposed to fold forward and easily clear the wing strut, which is well aft of the door, unlike the Cessna 150 and 152. One real impressive feature on the

SkyCatcher was the roomy cabin, which reputedly matches that of a Cessna 206. It was quite easy to step in and out of for my height of about 70 inches. Having just flown a Cessna 152 a couple days prior, sitting in this new cockpit was pretty spacious and comfortable. The adjustable rudder pedals makes it fit all shapes and sizes of people, and its large windows make for superb visibility.

The \$109,500 price tag is an introductory offer for the first 1,000 orders and then it will be increased to \$111,500. Orders were being taken at Oshkosh and I'd heard by the second day at AirVenture, Cessna had taken orders for over 400 SkyCatchers. The first flight of the new C-162 is set for the first half of 2008 and deliveries are expected to begin in 2009.

Having learned to fly in a C-150 in the early '60s and currently still flying a C-152 in the University of Wisconsin Flying Club in Madison, the new C-162 will be a quantum leap in the Cessna training aircraft line. It will be a pleasure to fly using new technology in a proven design.

There are quite a few new light sport aircraft coming on line and a good number of them were at AirVenture this year, which ran from quite simple/basic designs with price tags under \$10,000 and on up. But the unveiling of SkyCatcher shows Cessna's commitment to providing the world with a viable, safe, technologically advanced LSA as they are notably the world's largest manufacturer of general aviation aircraft.

The global fleet of almost 5,000 Citation jets is the largest fleet of

business jets in the world. But we all know that the pilots flying them had to learn in something a bit smaller. Cessna has never forgotten that and the new SkyCatcher can also be used as a primary trainer for those pilots who may be flying Cessna Citations in the future.

These are exciting times for aviation and the advent of light sport aircraft has gone a long way to revitalize all our enthusiasm for our beloved passion for flight. Thank you EAA for being the tireless leader to get this movement going, and the vision and spirit to see it through. □

### Cessna SkyCatcher Light Sport Aircraft Orders Top \$75 Million

WICHITA, KAN. – Cessna Aircraft Company, a Textron Inc. company, announced August 9<sup>th</sup> that orders for its newly announced SkyCatcher light sport aircraft (LSA) has reached 720, totaling more than \$75 Million, only two weeks after its official launch at the Experimental Aircraft Association's annual fly-in convention, AirVenture 2007.

"It has been very exciting to see the overwhelmingly positive response from our customers on the SkyCatcher, and the affirmative reaction to this offering reflects the overall continuing strength in the general aviation market around the globe," said Jack. J. Pelton, Cessna chairman, president and CEO.

Cessna originally announced it was studying an LSA entry at the 2006 AirVenture in Oshkosh, unveiling a proof-of-concept aircraft to gauge mar-

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ket response. The company announced July 10 it would proceed with development of a new LSA product, and unveiled the SkyCatcher at a press conference on July 22, 2007.

The SkyCatcher features an exclusive Garmin glass cockpit – the G300 – and a Teledyne Continental O-200D

100-horsepower engine designed specifically for light sport aircraft.

Details and ordering information for the new Cessna SkyCatcher can be found at <http://www.cessnaskycatcher.com> or by contacting a local Cessna dealer. □

## Diamond Aircraft Launches DA50 Super Star At AirVenture

OSHKOSH, WIS. –

On July 23,

Diamond Aircraft publicly unveiled the DA50 Super Star to the North American market at EAA AirVenture, Oshkosh,

Wisconsin. The DA50 Super Star is the newest addition to Diamond's complete line of aircraft. A five-seat airplane, powered by a 350 hp turbocharged FADEC engine, the air-



Diamond DA50 Super Star

## D-Jet S/N 002 Makes First Flight

LONDON, ONT. –

At 7:47 AM,

September 14, the Diamond Aircraft D-JET S/N 002 made its first flight from Diamond's

London, Ontario facility. The flight

was conducted by Daniel Ribeiro, Chief Test Pilot. The chase plane was flown by Giorgio Clementi, manager of flight testing, in D-JET S/N 001.

Daniel Ribeiro reported: "We had a safe and smooth first flight with S/N 002. During 43 minutes of flight, we checked systems and handling. Airplane handling was as anticipated, with the expected improvements based on the experience with S/N 001 being evident. Flight controls were smooth, with good harmony and light forces. Engine behavior was as expected, with stable performance during accelera-



Diamond D-Jet (S/N 002)

craft is certified to 25,000 feet.

Diamond Aircraft's AirVenture exhibit also featured the full-size mock-up of Diamond's personal light jet, the D-JET. The D-JET is a personal jet that pilots can realistically aspire to fly, and get delivery of soon, with a limited number of positions still available for late 2009 and into 2010.

Diamond's complete piston lineup, including the DA20-C1, DA40 XL, DA40 FP and DA42 Twin Star were on static display, as well as available for demonstration flights.

For more information on Diamond Aircraft, visit [www.diamondaircraft.com](http://www.diamondaircraft.com), or contact Dave Clark at ASI Jet Center at Flying Cloud Municipal Airport, Eden Prairie, Minn. at 952-941-6255; [dclark@asijet.com](mailto:dclark@asijet.com). □

tions and decelerations. All installed systems worked as planned, and landing gear was retracted during climb out to the test area. Maximum altitude achieved during the flight was 11,000 ft. We will now continue the flight test program with progressive expansion of the envelope."

Peter Maurer, president of Diamond Aircraft and of Diamond D-JET Corporation, said that Diamond is currently building the next three aircraft, which will all participate in the certification.

The D-JET is a five-place, luxury personal jet aircraft, powered by the FADEC controlled Williams FJ33 turbine engine and equipped with a Garmin all-glass flight deck and autopilot.

For more information on Diamond Aircraft, visit [www.diamondaircraft.com](http://www.diamondaircraft.com), or contact Dave Clark at ASI Jet Center at 952-941-6255. □

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## WISCONSIN AVIATION TRADES ASSOCIATION

### Second Thoughts On Re-doing Your Interior Yourself?



Eric Paradis  
Aero Paradise, Inc.

REEDSBURG, WIS. – Your aircraft interior is starting to look a bit tattered, the plastic trim has yellowed and gotten brittle, and the headliner is dirty to the point that it cannot be easily cleaned. You know you have to do something, but you are not quite sure what. After getting a couple of quotes, you decide that you can have the local upholstery shop do the seats and lay the carpet, but you are not sure if they will use material which is “aircraft approved.” You also think that you can replace the plastic trim and replace the headliner yourself, and order the plastic parts, but you never seem to get around to doing it – partially because of time (you have been told to block out 10 to 14 days, at least), and partially because you have heard horror sto-

ries of having to trim after-market plastics over and over to get a good fit. Basically you lack the time, confidence and experience, so the boxes of plastic trim sit in storage for years.

Finally, you search for a reputable company, which can do the work well at an affordable price. The search for such a company seems endless, and they are far and few between. And when it comes to replacing the headliner and plastic, you are concerned with hiring just anyone, because you do not want any more screw holes in the airframe of the plane than is absolutely necessary. In fact, an experienced aircraft interior professional will try and re-use the old holes, rather than drill new ones.

If you are in the market for a new interior, be it upholstery, plastic, headliner, carpet or all of the above, consider having it done at Aero Paradise at the Reedsburg, Wis. municipal airport. The company is ran by Eric and Karla Paradis, and Eric is an Airframe & Powerplant mechanic, and has his Inspector's Authorization. He is also a Commercial Pilot with and Instrument rating.

After serving his country in the U.S. Navy, Eric went to Spartan School of Aeronautics and in 1988 received his A&P and degree in Aeronautical Applied Sciences. Eric worked his way up from a line mechanic, taking care of 13 planes for a flight school, to maintenance supervisor, working with all types of aircraft (turbine and piston), and providing on-call maintenance for the airlines. Two years after starting and growing an interior department for a large fixed base operator, it was time to set out on his own and Aero Paradise, LLC was born!

**CONTINUED ON PAGE 35**

## MESABA AIRLINES PILOTS

### MESABA IS HIRING

Mesaba operates as a Northwest Jet Airliner and Airliner partner under service agreements with Northwest Airlines. The airline serves 72 cities in the United States and Canada from Northwest's and Mesaba Aviation's three major hubs: Detroit, Minneapolis/St. Paul, and Memphis. We operate a fleet of regional jet and jet-prop aircraft, including the 76-passenger CRJ-900 and the 34-passenger Saab 340. We're currently seeking experienced First Officers to serve passengers out of our Minneapolis/St. Paul, Detroit, or Memphis hubs.

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# Minnesota Aviation Industry News

## MINNESOTA AVIATION TRADES ASSOCIATION

### Spectrum Aeromed Under New Ownership

WHEATON, MINN.

– Dean Atchison, Moorhead, Minn., has acquired Spectrum Aeromed, a worldwide manufacturing leader of air ambulance equipment for fixed and rotor wing aircraft located in Wheaton, Minnesota.

Atchison, a former bank president and a 20-year veteran of the finance industry, will serve as president and CEO. Atchison's brother, Dr. Scott R. Atchison, a board-certified anesthesi-



Dean Atchison

ologist with 27 years of experience including 13 at the Mayo Clinic, has been named medical director.

Founded in 1991, Spectrum Aeromed quickly built a reputation for its air ambulance equipment quality, flexibility and durability. It carries a full line of dedicated and modular (quick change) air-ambulance products with more than 70 STCs approved in the United States, Europe, Canada, Argentina, and Brazil, as well as other countries covering over 150 makes/models of aircraft. Its unique seat rail adapter, which allows virtually any aircraft to be converted from standard configura-



Bell 407 Helicopter with Spectrum air ambulance equipment.

tion to an air ambulance configuration in less than 30 minutes, helped make it a recognizable name in the industry. Located in Wheaton, Minnesota, Spectrum Aeromed's staff of 16 employees, design, test and manufacture its products from its 12,000 square-foot facility. □



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## Sun Country's Parent Company Eyeing Duluth Airbus Facility



DULUTH, MINN. – The parent company of Sun Country Airlines, Petters Aviation of Minnetonka, Minn., is trying to attract other aviation businesses to move into the now-empty Northwest Airlines maintenance facility located on Duluth International Airport. Northwest had used the facility for Airbus maintenance until it abandoned the facility in 2005. Petters Aviation has interest from Lufthansa Technik of Germany and Jet Aviation of Switzerland, which are

considering the facility for one of its corporate jet completion centers.

Among the corporate jets that would be completed in Duluth if a deal is made is the Airbus A318. The jet is large enough to accommodate more than 100 passengers in airline configuration, but corporate customers typically configure the cabin for fewer passengers to provide more comfortable seating and that work would be done at the Duluth facility. An A318 sells for roughly \$45 million, and customers typically invest another \$10-12 million on the interior. Apparently, there is a worldwide shortage of large corporate jet completion centers, which makes the Duluth facility more interesting.

As a result of a settlement that stemmed from Northwest's recent bankruptcy reorganization, the Duluth Economic Development Authority (DEDA) assumed sole ownership of the Duluth facility in July. Petters now have 180 days to put together an offer to lease the facility for other businesses. During that time, DEDA

is negotiating exclusively with Petters, and the company is making \$15,000 monthly payments to cover the cost of maintaining the 189,000 square foot facility.

Duluth International Airport Director, Brian Ryks, said that he is optimistic that an arrangement will be worked out with the Petters Group to bring aircraft activity and associated jobs back to the facility. "This will be a win, win for the airport and the community through the economic impact and spin-off that additional jobs will bring to the area," say Ryks. Cirrus Design is also headquartered at Duluth International Airport. □

## Non-Aviation Development Being Considered At MAC Reliever Airports

MINNEAPOLIS, MINN. – During the August 20, 2007, meeting of the Metropolitan Airports Commission (MAC), Eric Johnson, MAC Director of Commercial Management, made a brief presentation regarding non-aviation development on reliever airports. The Twin Cities metropolitan area has six reliever airports, providing relief for air traffic at Minneapolis/St. Paul International Airport. MAC staff is primarily working on developing Anoka County-Blaine Airport (ANE), while also studying Crystal Airport.

Johnson reported that at ANE, environmental testing reports are being finalized. These were to be submitted to the FAA at the end of August as part of the MAC request for land release.

An FAA land release allows MAC



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to use a portion of airport land for non-aviation development. The FAA wants to be sure that the land does not have potential for aviation development.

Johnson then recounted efforts to attract developers to ANE with direct

mailings, ads in publications, and participation in conferences. In June, MAC solicited "statements of interest," and received 11 concepts from five developers. Most of the interest is in the 26-acre site located outside the airport fence, southwest of the air-

field. MAC and the City of Blaine have talked about non-aviation development. Commissioner Andy Westerberg has reviewed the proposed concepts. MAC expects to begin the "Request for Proposals" (RFP) process in September. □

### Aviation Maintenance Employment Service Opens In Eau Claire

EAU CLAIRE, WIS. – An aviation and aerospace staffing service, BFB Aero Services, LLC, has been launched in Eau Claire, Wis., and its vice president of sales and service, Steve Blosch, says that the company is "not like all the rest," and will deliver

top qualified aircraft maintenance personnel to the aviation maintenance industry. BFB is not limited to just providing staff augmentation. Blosch added, "We also offer contract-to-hire and direct-hire opportunities of professionals, along with a payroll service

that helps reduce overhead expenses. We can help drastically reduce staff recruitment time and ultimately save our clients money." BFB's management team has over 40 years combined experience in staffing and aviation.

For further information call 888-444-0366, or refer to [www.bfbaeroservices.aero](http://www.bfbaeroservices.aero). □

### WATA AERO PARADISE FROM P. 32

Eric's attention to detail is evident in his leather work, sewing abilities, installations and maintenance. One of the headliners he sewed and installed aided in the award of Reserve Grand Champion at Oshkosh in 2005. Again in 2006, an interior in which Eric worked on won Kit-Built Grand Champion at Oshkosh.

Eric Paradis' practical experience on engines and airframes spans J-3 Cubs to Boeing 767s, experimental aircraft with certified engines to non-certified engines and a number of different rotorcraft. He also has specialized training on Pratt & Whitney turbines, Citation Jets, helicopters, advanced leatherwork for high-end

quality interiors, and custom fabrication.

Karla Paradis has been involved in graphic design, signage, lettering, and pin-stripping (by hand painting or vinyl application) since 1987, with the last 10 years owning her own sign company, Paradise Sign Co. Small interior placards to murals down the side of your plane, Karla's talent is evident as she gives you the personal touch which can make your plane stand out. Her personalized nose art panels and

ink renderings are hanging in offices and homes across the country. Karla's skills and abilities are invaluable to creating an interior which is to your liking in every way: color, texture and appearance.

For additional information, or to make an appointment, contact Eric and Karla Paradise at 608-768-5549, or 608-415-2549, or email: [sales@aeroparadisellc.com](mailto:sales@aeroparadisellc.com). Examples of recent work can be found on their website at [www.aeroparadisellc.com](http://www.aeroparadisellc.com). □

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## Flight Service Station Evolution Continues

*by Jeff Taylor*

*WisDOT Aviation Consultant*

Since the 1920s, pilots have relied on Flight Service Stations (FSS) for timely weather reports, and other critical flight safety information. As technology has changed, so has FSS. What began as a system of Air Mail Radio Stations (visit [www.atchistory.org](http://www.atchistory.org) for more FSS history), has evolved into a vast communication network using the telephone, air-band radio and the Internet. Another step in the evolution of the FSS system occurred in February 2005 when the FAA awarded Lockheed Martin a contract to operate the FSS system.



Jeff Taylor

With a long-term contract, Lockheed Martin plans to install new technology and upgrade facilities to improve the efficiency of Flight Service Stations while maintaining the safety of the aviation system. The new technology includes networked flight support systems that will streamline flight planning and allow the sharing of weather and air space system status across the entire Automated Flight Service Station (AFSS) network. The new data systems will also integrate communications and search and rescue services within the AFSS network.



(TOP) The operations area at FS21, Ft. Worth, Texas.

(BOTTOM) Lockheed Martin Flight Service Station, Ft. Worth, Texas.

One of the first differences you'll notice is when you call 1-800-WX-BRIEF, you'll hear, "Welcome to Lockheed Flight Services." This change has many pilots asking, "Does this change how I get my pre-flight weather briefing?" or "Who will answer when I call Green Bay radio from the air?" It's important to understand the new features and those that stay the same so you can make the most of the new system.

Let's begin with how the structure

of FSS has changed.

In April of this year, the Green Bay AFSS closed along with many other stations across the country. Three major stations or hubs have been established with several satellite stations serving as support for the hubs. The Washington, D.C. hub serves the eastern region, including Wisconsin. Another hub, in Fort Worth, Texas, serves the central region and the third hub located in

**CONTINUED ON PAGE 39**



## Osceola Hosts Largest Wheels & Wings Fly-In Ever!

OSCEOLA, WIS. – Osceola Airport (L.O. Simenstad Municipal Airport) celebrated its most successful fly-in to date as part of the community's 27th annual Wheels & Wings

**CONTINUED NEXT PAGE**

## Commercial Growth At Osceola, Wisconsin Airport

by Chelsea Lindemann

It's a beautiful summer day in Osceola, Wisconsin. From the back of a Super Cub, I get a close-up view of the cotton candy-shaped clouds and feel those sweet, gentle breezes (thermals, I'm told). Jimmy Buffet's whimsical, vacation-themed lyrics play softly through the headphones as Phil Mattison, Chairman of the Osceola Airport Commission, shows me his vision of the once tiny airport below.

There's a new runway, 5,000 ft. to be exact, long enough to easily accommodate larger corporate traffic. There's ample space to build hangars for these jets, too. The new REIL and PAPI (radio-controlled runway lights) have LED bulbs, making them brighter and easier to see for night landing or during bad weather.

Below us, construction workers bustle about, working hard to complete the larger ramp area. And there's more blacktop to come, since a new taxiway parallel to the main runway is scheduled for 2008. Other larger hangar sites facing this same runway are perfect for aviation-related

**CONTINUED NEXT PAGE**



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## OSCEOLA AIRPORT CONTINUED

businesses. As Mattison points this out, I imagine a strip mall facing the brightly lit runway as if it were a thoroughfare.

It's no secret that business is what Osceola Airport is trying to attract. So far they've been successful. The airport is already home to half a dozen businesses offering a variety of services including fuel sales, flight instruction and maintenance. Hangar owners also have access to city water and sewer, thanks to the new hospital being built on the south side of the airport. Other perks for corporate travelers include a courtesy car and on-site lodging available through Night Flight LLC, Overnight Suites, another new business at Osceola Airport.

Like other Wisconsin/Minnesota border town airports, the Osceola Airport's exponential growth is partially due to economics. Because it costs less to own and operate an aircraft in a rural community in Wisconsin than in the Minneapolis/ St. Paul, Minnesota metropolitan area, the invitation to set-up shop across the border is especially enticing for Minnesota pilots and business owners, for whom the Twin Cities are only a 15-minute flight away. Indeed, after 10 minutes soaring above the scenic St. Croix River, we reach Stillwater, Minn.

The Red Wing Soaring Association (RWSA) is the most recent addition to Osceola Airport, relocating from Benson Airport in White Bear Lake, Minn. in the spring of 2006. RWSA Vice President Paul Esser, said that finding "a strong safety culture" was most important when consider-

ing relocation. For this glider group with 35-plus members, Osceola Airport's longer grass runway and expanded landing area proved irresistible.

As we make a final swoop around the airport, I notice the "Red Wings" getting ready for a flight. Their engine-less gliders help this expanding airport retain some of its pastoral, nostalgic qualities, when the idea of flight was still a dream. In fact, Champion Aircraft Corporation had a plant at Osceola Airport for 25 years until the factory burned down in 1971, and the company (then merged with Bellanca) went bankrupt in 1979 after the village had rebuilt the original factory. Today, the building is used to manufacture fire engines, but with the resurgence of general aviation, and in particular, Light Sport Aircraft, a new aircraft manufacturer may see the "light" in locating again at the Osceola Airport.

"Come on, Lee!" Mattison says to the glider pilot over the intercom, "Let's go flying!"

As the elegant glider gets pulled into the air, we fly parallel – mirroring the silent sailplane's ascent. The glider gets released, soaring on its own in the cerulean blue sky. □

## WHEELS & WINGS CONTINUED

event, September 8. According to air traffic coordinators, Osceola Airport was among the top five busiest airports in Wisconsin that day with 197 take-offs and landings – a record all-time high for Wheels & Wings.

After enjoying a pancake breakfast provided by the airport, early risers witnessed a de Havilland Caribou (*see photo on page 37*) make a spectacular landing on the short grass runway that morning. Owned by Wally Fisk, the Caribou is a Vietnam War-era transport plane. Capable of carrying over 6,000 lbs. of cargo or 32 combat-equipped soldiers, the Caribou remains the largest fixed-wing transport of its kind and the only one left flying in the U.S.

Plane rides, priced at \$50, were a new offering at this year's fly-in. The money went towards building a helipad for the new hospital north of the airport. According to Sue Girloch, Director of the Osceola Community Health Foundation, the four pilots who volunteered their time and energy raised \$1,200. "We can't thank (the pilots) enough," said Girloch. "The plane rides were supposed to last 15 minutes, but most of the pilots were in the air for much longer, fueled by the passengers' excitement and their own pure joy of flying."

The Community Health Foundation will need to raise \$50,000 to build the helipad, and is hoping for more fundraising and information-sharing opportunities.

In addition to the fly-in, Wheels & Wings hosts a 5K/10K run, car show, craft fair, train rides, and many youth activities. Due to this year's success, Osceola Airport is planning to have on-site camping available for next year's Wheels & Wings so that more people may enjoy the full day of activities.

The date for Wheels & Wings 2008 is September 13. For additional information contact Jeff Meyer at [jeffm@osceolamedicalcenter.com](mailto:jeffm@osceolamedicalcenter.com) (715-294-2111). □

### Are you looking for *Private, Corporate or Commercial* *Hangar Space* close to the Twin Cities?

The Osceola (KOEO) Airport, located on the scenic St. Croix River in Osceola, WI has immediate availability for buildable 50'x50', 60'x60' or larger commercial and corporate hangar sites with city water & sewer. Rental units are also available.

Benefits of locating at Osceola Airport include:

- New 5000 ft. Runway
- New PAPI
- New REIL
- Expanded Ramp Area
- New Taxiway scheduled for 2008
- 24-hour, Self-Service Fuel
- Aircraft Registration Tax is significantly less in WI versus MN

**Only 15-minute flight from St. Paul, MN!**

Contact Philip Mattison at  
715-294-5512 for more information.

## FLIGHT SERVICE STATIONS FROM P. 36

Prescott, Arizona, serves the western region. Satellite stations serving Wisconsin include Kankakee, Illinois, and Lansing, Michigan.

A significant part of the restructure is the upgrading of equipment to the FS21 system. This allows for one common database of flight information, enabling all briefers to have the same information. As a result, we will see local or "L" NOTAMs disappear by 2009, shortly after the NOTAMs are converted to the ICAO nomenclature.

Along with creating a new database, Lockheed Martin upgraded the phone system to a voice-activated menu. Gone are the days of the area code of the phone you are dialing from directing your call to the appropriate flight service station, which was a problem when you used your cell phone away from your home area. So if you are departing from Wisconsin, just say "Wisconsin" when the system asks you where you are calling from. What if you don't care what hub you are connected to and you just want the first available briefer? Then just say "Any" when prompted. This is especially useful when you want to file or close an IFR flight plan.

Airport managers calling in NOTAMs will find this shortcut useful, but they can also access a dedicated line for their use at: 1-877-4-US-NTMS or 1-877-487-6867.

Another shortcut for flight plans is a newly established Clearance Delivery phone number (1-888-766-8267) available for opening or closing flight plans at airports not served by a Remote Communication Outlet (RCO) or Ground Communication Outlet (GCO). As a reminder, the GCOs use the phone system, so you

will be using the same voice activated menu you use when calling 1-800-WX-BRIEF.

While most briefers are very experienced, many with 20 years of service, we should be sure we give them the information they need so they can provide a quality briefing. A good



Weather self-briefing is becoming increasingly important and convenient for pilots prior to filing flight plans with Flight Service. Here, Gary Dikkers (left) of the Wisconsin DOT Bureau of Aeronautics checks the weather with pilot, Bill Moore (right) of Bend Salem, Pa., at the WISDOT- Meteorologix weather information station during EAA AirVenture, Oshkosh, Wis., July 23-29. The Wisconsin Bureau of Aeronautics has had airport weather terminals at most public-use airports throughout Wisconsin for more than two decades, and provide the weather information service at EAA AirVenture as a public service for all who attend the annual fly-in convention.

start is to not assume they know the name of the airport you are using. Always use the airport ID to eliminate any potential confusion, such as between Sheboygan, Wisconsin and Cheboygan, Michigan.

When calling FSS in flight, very little has changed. Flight Watch or EFAS is still available on 122.0 between 6:00 a.m. and 10:00 p.m. with reception best above 5,000 feet AGL. The sectional charts won't change where it lists the facility you are contacting. So continue to use "Green Bay" where it is listed at RCOs across the state of Wisconsin.

As always, use standard radio techniques outlined in AIM 4-2-2. Be sure to establish two-way communication first. A good example, if you are in the La Crosse area, is to start with, "Green Bay radio, Cessna 123 listening on La Crosse 122.35, over." Once the briefer knows who and

where you are, you can proceed. And I always encourage pilots to give weather first in a PIREP, then ask for the weather or other service they need. Not just other pilots, but forecasters and FSS value PIREPS as they confirm forecasts and fill in weather between reporting stations.

Lockheed Martin has launched a web site that will eventually become a portal for web-based briefings. Pilots are encouraged to go to [www.afss.com](http://www.afss.com) and create an account where you will be able to set up a profile. With a profile established, the filing of flight plans will be expedited since much of the required information will be filled in.

One of the best features of FS21 and AFSS.com will be the capability for you, with a broadband Internet connection, and a briefer, to view the same charts and graphics in real time. This should

speed up briefings since they won't need to describe the charts to you. What is unique is that through technology, we have come full circle back to the old days when you visited a FSS and a briefer went over the charts with you personally. Another new feature will be email or PDA alerts of significant changes to weather along your route of flight after completing a briefing.

While some pilots have found the FSS transition to Lockheed Martin challenging, we must remember that aviation has been evolving since the Wright brothers first flew at Kitty Hawk. One of the great joys of flying is to be challenged by a changing environment and adapting to the changes for a successful outcome. Arguably, it's our greatest strength and what makes us safe pilots.

And always remember, takeoffs are optional, landings are mandatory. □



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

**Gary E. Workman, Director**

**Dan McDowell, Editor**

Minnesota DOT Office of Aeronautics

Mail Stop 410 • 222 East Plato Boulevard • St. Paul, MN 55107-1618

651-234-7200 or (toll free) 1-800-657-3922

## Meet Your New Aeronautics Director...

### Gary E. Workman

**T**he Minnesota DOT Office of Aeronautics has a new director:

Gary E. Workman, who comes to Aeronautics from the Metro Division of the Minnesota Department of Transportation (Mn/DOT). He replaces Ray Rought, who was named assistant to the division director for Mn/DOT in June.



Gary E. Workman

Gary Workman grew up in southeastern Michigan. He spent 4 years in the U.S. Air Force as a radar repairman, and was stationed in Mississippi, Ohio, and Turkey. When he completed his tour of duty with the USAF, he started working on a degree in engineering at the Indiana Institute of Technology in the electrical engineering department. He transferred to Michigan Tech the following year and graduated with a Bachelor of Science Degree in Civil Engineering in 1969. While at Michigan Tech, he joined the flying club, soloed and completed a cross-country trip.

Gary's Highway Department career began in Minnesota District 3 in the summer of 1969 where he worked in all areas of the district, except traffic engineering. He continued there until 1975 when he took a leave of absence to work in a county engineering position in rural Minnesota. Returning to

Mn/DOT three years later, Gary then worked as a preliminary design engineer in District 9. That same year he was promoted into the Mn/DOT Central Office Maintenance Section as the department's equipment engineer.

In the mid '80s, Gary worked as the department's assistant legislative liaison. In 1986, he was promoted to a management position in the Central Office Right of Way as the acquisition engineer. In 1988, he was asked to take an assignment to manage the Electrical Services Section at Ft. Snelling. He stayed there until 1991 when he was once again promoted,

and became the Director of the Office of Maintenance and Construction.

In the late '90s, Mn/DOT's Metro District was reorganized. Gary then assumed the position of Director of the Office of Traffic and Maintenance Operations. During his time in the Metro District, he also served on an ITS AASHTO subcommittee for nearly eight years.

Gary Workman says he is excited about the new challenges he is discovering in aviation. He said, "While there is a lot for me to learn, I am fortunate enough to have a very talented, professional staff that you all know. I look forward to meeting you, and thank you all for your anticipated patience and support as we all adjust and grow." □

## Preparedness

by **Gary E. Workman**  
Director

**I**n September 2007, President Bush declared September as "...National Preparedness Month" and called "upon the people of the United States to recognize the importance of preparing for potential emergencies and to observe this month by participating in appropriate events, activities, and preparedness programs."

It is important to recognize that safety, and thus preparedness, is not just a one-time thing. It is always a good idea, for instance, that when preparing for a cross-country flight, especially in the winter, that you take along some emergency gear. In the event of an off-airport landing, especially in the snow and cold, you'll

need extra warm clothing, food, water, first-aid items and more. The point is, you prepare ahead of time.

Since 9/11, we have found that it is necessary to prepare at home, at work, and even in our hobbies for possible issues and situations brought about by potential and/or actual terrorist acts. It should again remind us that contingency preparedness is an ongoing process and requires vigilance on the part of every citizen, all the time.

The federal government (TSA) determined that General Aviation aircraft are not a threat to national security. Even considering that fact, aviators, especially those who own aircraft and possibly aircraft hangars,

can still do a number of things that will help ensure that their aircraft and hangars are kept safe and not used for any wrong-doing.

The AOPA Airport Watch program is still in effect. If you see suspicious

activity at your airport, report it to 1-866-GA-SECURE (866-427-3287).

Be sure to check out the AOPA website for instance, to find information that will guide you in your preparedness and daily awareness for your air-

craft, your hangar and your airport. You will find it at:

<http://www.aopa.org/airportwatch/>

and also find information at:

<http://www.gaservingamerica.org/GA-Security.htm>. □

## Mission, Vision and More...

by Dan McDowell

**W**hen you are preparing to write a “strategic plan” for your airport, business, or organization, you should have a clear understanding of the parts that make up a complete strategic plan. A strategic plan is, quite simply, a document of 10 or fewer pages that clearly explains why an organization exists, what its goals are (or what it plans to accomplish), and how it will go about accomplishing the stated goals.

The two most visible parts of any strategic plan are the “mission and vision statements.” These are the key parts that will inform and guide the employees, supporters, members, volunteers, or anyone that may read these statements or the plan itself.

The purpose of writing a mission statement is to clearly express your organization or unit’s reason for being. In other words, the mission statement tells the reader why your organization exists.

A vision statement establishes and expresses where your organization desires to be in the future. The key word here is “future.” The vision statement expresses the organization’s desired future in an optimistic, but realistic manner.

The mission and vision statements are truly the heart of any strategic plan. They are complimentary to each other and when properly written, clearly express the goals and ideals in a manner that is clear, not only to the members, but to any potential supporters or individuals. They also clearly represent the business of the organization.

The goals, objectives, purpose,

strategy, tactics, and values are all integral parts of the complete plan that is developed based on the mission and vision statements. Together, the individual parts make up the heart of a solid strategic plan while providing a strong foundation for good decision making. Additionally, they provide a platform for communicating the organization’s values and goals in a concise manner.

It also brings into clear focus the organization’s desired future, so that all members and potential members can understand it, and work together toward the stated goals and that desired future.

Here are this author’s definitions for the parts of a strategic plan. They are offered here to help any reader begin to understand them and their value to the total plan. There are many other adaptations of definitions and in fact, you may wish to create your own. But before you do, look at the various definitions used by different organizations and companies.

When you have a complete strategic plan with strong and clear mission and vision statements, your organization will find it easier to stay on course toward a brighter, more productive future.

### Definitions –

**Mission:** The “mission” is a statement of general purpose. It is the reason the organization exists. In other words, as an organization, it is who we are, what we do, for whom we do it, why we do it.

**Vision:** The power of imagination, establishing where you want the organization to be in the future.

**Goals:** The state of affairs that a plan is intended to achieve and that, when achieved, terminates behavior intended to achieve it. Goals should be directed toward the vision and consistent with the mission.

**Objective\*:** This is a specific measurable result expected within a particular time period, consistent with a goal and operational strategy.

**Purpose\*:** This is an anticipated outcome that is intended, or that guides the planned actions.

**Strategy:** This is the action path the organization has chosen to realize its stated goals. Strategies establish broad themes for future actions and should reflect reasoned choices among alternative paths.

**Tactics:** The behaviors through which established objectives and ultimately, the specific strategic intent, is achieved.

**Values:** The ideals, customs, principles, standards, or qualities considered worthwhile, desirable, or valuable by the organization and its members.

\*\*\*\*\*

**\*Objectives vs Purpose:** There IS a difference between an objective and a purpose. An objective statement should provide a logical link between the outputs of that component and the project purpose(s). □

### Aviation Legends, Piper & MacCready

William T. Piper Jr., former president and chairman of the board of Piper Aircraft, and Paul B. MacCready Jr., the inventor who developed the first human-powered aircraft, the Gossamer Condor, died at the end of August. □



## GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

### Airport Officials Should Not Move, Close or Consolidate Airports Without Seeking Input

Whenever local officials try to close or move airports without consulting aviation officials or airport users, the results are troubling. It's particularly complicated in Fishers, Indiana, where the town wants to close the 500-acre Indianapolis Downtown Airport (UMP). It's actually owned and operated by the Indianapolis Airport Authority, but the town would rather see tax revenues stemming from home construction and other tax generating uses. The authority said it would consider moving the airport if Fishers found a site at its expense. After the first one was rejected, Fishers teamed up with the town of Anderson (AID) in an odd two-for-one deal: Both towns would close



Bill Blake

their airports and build one new airport. But the new proposed airport wouldn't support the total aircraft population, and residents in nearby Lapel aren't exactly excited about it. AOPA has made it clear to the consultant working on the study that the current proposal is unacceptable. All the affected parties, especially the pilots and the FAA, should be given the opportunity to participate in a public process on the potential consolidation.

Hamilton County, Indiana, has been negotiating to purchase the privately-owned, public-use Sheridan, Indiana Airport (514). Hamilton County is the county that purchased Indianapolis Executive Airport (TYQ) a few years ago, which is located in Boone County. Another privately-owned, public-use airport, Clinton, Indiana (117), has recently offered to give the airport to Vermillion County, Ind. I attended a public meeting held at the county seat to support such a transfer, and it appears there is community support for it. One of the big advantages for changing these privately-owned airports to publicly-owned airports is that, in many cases, such transfers make the airports eligible for federal and state airport improvement grants.

Six airports in Illinois recently received Security Awareness Partnership awards from the Transportation Security Administration for reporting suspi-

cious activity under the AOPA Airport Watch program. Fortunately, further investigation found none of the reports resulted in actual threats. However, the reports demonstrate that we are all working together to identify possible problems. Following the voluntary steps in Airport Watch could help prevent future federally mandated restrictions.

After much delay, the State of Illinois finally issued the certificate of operations allowing the opening of the privately-owned, public-use airport, Bult Field (C56), near Monee, Illinois. You may remember that this is the site of the state proposed third commercial service airport for Chicago. However, the opening of such an airport is years down the road, if ever. In the meantime, (as AOPA pointed out in urging the state to approve its opening), Bult Field will be serving a public need without the expenditure of any public money.

Because of the efforts of local pilots and AOPA, the Chicago Executive Airport (PWK) Board reversed its decision and will now keep Runway 6/24 open. Prevailing winds make this runway important to smaller general aviation aircraft, especially during summer months.

For more information on these and other issues facing aviation, please go to the AOPA website at: [www.aopa.org](http://www.aopa.org). □

#### LEGISLATIVE AFFAIRS

### Minnesota Legislature Appoints Airport Funding Task Force

ST. PAUL, MINN. – On September 11, the Minnesota Senate Subcommittee On Committees appointed the following senators to the "Minnesota Airport Funding Task

Force": Mike Jungbauer, Dan Larson, and Ann Rest.

The Minnesota House of Representatives previously selected their members: Mike Beard, David Dil, and Ann Lenczewski.

Next, the Director of the Legislative Coordinating Commission (LCC) will convene the first meeting of the Working Group,

at which time the group will elect its co-chairs, a senator and a representative.

The Minnesota Airport Funding Task Force is studying future funding needs and sources for the state's airports. Being considered is an increase in the state aviation fuel tax to offset a proposed reduction in state aircraft registration fees. □

## Epic's New Victory Jet Flies!

BEND, ORE. – A mere 28 weeks after design work began, the “Epic Victory Jet” made its maiden flight on July 6 from Redmond, Oregon.

“Quick response from the Seattle MIDO and Portland FSDO allowed us to get this jet flying on our schedule,” said Epic CEO Rick Schrameck.

The all-carbon-composite Victory Jet uses a single Williams International FJ-33-4A to climb to FL280 in just 10 minutes. Even with full fuel, the Victory offers more than 900 lbs of payload, easily accommodating 4-5 passengers and their luggage. The max



cruise for this Very Light Jet is in excess of 320 KTAS. The Victory Jet features an all-Garmin glass cockpit.

Epic promises to deliver at least

six of the new jets to customers before the end of 2007, each with a price tag of less than one million dollars ([www.EpicAircraft.com](http://www.EpicAircraft.com)). □



## Cirrus Design Unveils Personal Jet

DULUTH, MINN. – True to its word, Cirrus Design Corporation fulfilled its promise to a select group of customers by giving them the world's first look at what has been labeled “the-jet” – the most anticipated aircraft in the company's history. Each guest had placed a \$100,000 non-refundable deposit for their first “personal” jet.

The company's tight control of the project was evidenced even further by the fact that its own employees who were not directly working on the project were not able to see “the-jet” until hours before the depositors' showing June 27. The rest of the world witnessed the same dramatic unveiling at a special event held at the

company's Duluth, Minnesota headquarters the following day, and again at EAA AirVenture-Oshkosh, July 23.

“We're calling it a ‘personal jet,’ not because of its size, but because it's a natural extension of our SR22 line,” said Cirrus co-founder and CEO Alan Klapmeier. “Like the SR22, ‘the-jet’ is designed to be owner flown and it will be loaded with innovative features, including the Cirrus Airframe Parachute System (tm). While it's technologically advanced, it's designed to be exceptionally easy to fly, offering customers the opportunity to grow into yet another lifestyle change with Cirrus.”

Co-founder and Vice Chairman Dale Klapmeier commented, “We are still in the early design and development phase and didn't want to limit

ourselves in any way. It is also important that any data we released was absolutely accurate.” There are many more details to be announced, and information will be released as they are finalized. “So far we can confirm that ‘the-jet’ will be powered by a quiet, efficient and lightweight William's jet engine that will give the aircraft great utility, economy and simplicity never before seen in this market,” Klapmeier concluded.

Vice President of Advanced Development Mike Van Staagen added, “The information we're trying to protect during the past years of product development was the unusual amount of versatility and flexibility that has been incorporated into an airplane of this size. This flexibility is even more surprising given this airplane is designed specifically for a single owner/operator. The design is precisely configured to maximize flexibility for the owner. Mountain bikes, camping equipment, golf clubs, skis, bigger families, antique spinning wheel? No problem! ‘The-jet’ will deliver more value because its cavernous interior accommodates very diverse usage, and while doing this all at about 300 kts.”

For additional information on CIRRUS and its products, visit [www.CIRRUSdesign.com](http://www.CIRRUSdesign.com) □



## Outagamie County Airport Continues To Expand

APPLETON, WIS. – As the Fox Cities region in northeastern Wisconsin continues to expand, so does the Outagamie County Regional Airport, located in Appleton, Wisconsin. Leaders in the community, with its strong industrial base of manufacturers, recognize the need for increased general aviation activity and commercial air service. In addition, the bulk of the airport's passengers are business fliers who require a facility that can keep up with their often-hectic schedules. The challenge for the Appleton airport is to meet the growing needs of the community while maintaining its high quality and safety standards.

The following improvements are currently in progress to ensure the safety, security and convenience of the flying public:

- In September 2007, the airport broke ground in preparation for new taxiways, a ramp and an access road that will be landscaped for the new general aviation terminal area. This plan also includes additional T-hangar construction and aircraft parking to accommodate the increasing need of the annual EAA AirVenture event.
- To meet anticipated future needs, the airport is currently

in the process of expanding the entrance roads, service area and parking lot, which is scheduled for completion in November 2007. Additional parking spaces and wider roads will relieve passenger congestion when picking up or dropping off passengers. A convenient credit card-only lane is being added as well as extra cueing for the entrance and exit lanes. Demand for additional aircraft parking spaces on the Airport Operations Area (AOA) has prompted an expansion to the air carrier terminal apron, planned for completion next year.

- With a focus on enhancing and protecting the environment, the airport is proactively developing a glycol management master plan that is now in Phase II. Design will incorporate an innovative approach to collection and treatment and also includes a spill prevention control and counter measure plan.

- To sustain the growth of operations and protect the approaches of the airport, land acquisitions of approximately 200 acres of additional land is scheduled which will bring the total airport property to 1,915 acres. The perimeter road construction is almost complete, which will enhance security and allow emergency vehicles to access the AOA and deter animals and other wildlife from entering.

All projects increase public safety and welfare, as well as improve the overall efficiency of the airport. Designs are sensitive to the environment by incorporating features such as bio-filters. In addition, projects always take into consideration future expansions to support business growth and economic development in the area. No tax levy dollars are used for airport improvements. Funding for these projects is through a combination of the Federal Aviation Administration, Wisconsin DOT Bureau of Aeronautics grants, and airport-provided funds. □

## GFK Flight Support To Build State-Of-The-Art Corporate Jet Center

GRAND FORKS, N.D.

– GFK Flight Support, in cooperation with the Grand Forks Regional Airport Authority, plan to build a corporate jet center in Grand Forks, North Dakota. In conjunction with the new airline terminal planned for Grand Forks International Airport, at press time, GFK Flight Support was scheduled to break ground on a state-of-the-art, \$4.5 million addition in September. Expected to be completed sometime in April 2008, this 45,000 square-foot, five-star facility will increase GFK Flight Support's heated hangar and aircraft support space to 130,000 square feet, making it the largest aircraft service center in North Dakota. The facilities, staffing and equipment will allow GFK Flight Support to serve everything from airliners, to the largest of corporate jets, and all personal aircraft.



This addition to GFK Flight Support will feature a multitude of amenities. The two-story facility will contain a combination of pre-cast and sky-lit walls, a five-star hotel-class lobby, comfortable waiting areas, and exclusive pilot lounges. It will also feature four classrooms for flight training, cutting-edge technology for weather and flight planning, a pilot pro shop, paid luxury transportation, an on-site conference room for 25 people overlooking a balcony to the runway, an in-house theater and 10 indoor parking garages for vehicles whose owners base their aircraft at GFK Flight Support.

In cooperation with Chevron/ Texaco, GFK Flight Support will be the first to offer wing-tip invoicing, which will enable aircraft crews to pay for services right from the pilot's seat. GFK Flight Support is also currently garnering approvals with the FAA to become an all-jet certified air carrier, providing corporate jet service charter flights in and out of Grand Forks to the U.S., Canada and Mexico.

The GFK Regional Airport Authority will contribute more than \$1.4 million to the project for aircraft apron

areas and infrastructure, such as sewer and water. The facility was designed by JLG Architects, and Industrial Contracting Services of Grand Forks will serve as the primary contractor.

"This is an exciting time for Grand Forks with new retail and entertainment developments such as the Ralph Engelstad Arena, Alerus Center, Canad Inn, a new airline terminal, and now with a new corporate jet center, Grand Forks' front door just got a whole lot better for those looking at our community," said Brent Seifert, President, GFK Flight Support.

"The Grand Forks region should be grateful to the Airport Authority Board of Commissioners for getting both the airline terminal and the corporate jet center completed without asking for tax increases or further burden on our community. These projects are the rewards of good airport stewardship. Our airport is one of the most valuable assets for development of our community. Airport management ensuring jet airline service and corporate jet service in and out of our community is vital to our future. Everyone involved has ensured that Grand Forks is well placed in that competition." □

## MCI Rental Car Facility Consolidates All Into One



KANSAS CITY, MO. – The \$90 million Kansas City International Airport's (MCI) Rental Car Facility consolidates MCI's 10 rental car companies into one convenient location. The 72-acre facility features 8,000 parking spaces in "pie-shaped" lots and proprietary on-site service centers for each rental car company; a 135,000 square-foot customer service building that houses all customer service counters; and shuttle service to terminals available on the lower level. □

## EDUCATION

### Midwest Students Receive Top National Aviation Explorer Scholarships

IRVING, TEXAS – Matthew Dreher of Aviation Explorer Post 731, Abraham Lincoln Council, Springfield, Ill., and Daniel Sheehy of Post 7008, Jayhawk Council, Topeka, Kan.,

received the top National Aviation Explorer Scholarships in the amount of \$10,000 each towards professional degrees in aviation. Receiving the next largest scholarships were Justin Horvath of Post 218, Southeast Wisconsin Council, Racine, Wis., who received \$3,000 towards a degree in airport management; and Daniel Gubernath of Post 117, Heart of Ohio Council, Ashland, Ohio, who received \$3,000 towards a degree in aviation maintenance.

Matthew Dreher of Springfield, Ill., is enrolled at St. Cloud State University in St. Cloud, Minn. Daniel Sheehy



Dane McGuffy (right) of Lycoming congratulates Justin Horvath (left) of Racine, Wis., on receiving a National Aviation Explorer Scholarship valued at \$3,000.



Hal Shevers (right) of Sporty's Pilot Shop congratulates Matthew Dreher of Springfield, Ill., on receiving a National Aviation Explorer Scholarship valued at \$10,000.

is a student at Kansas State University. Justin Horvath is a student at Parkside University. Daniel Gubernath is a student at Columbus State Community College.

On hand at EAA AirVenture in Oshkosh, Wis., to congratulate the recipients were Hal Shevers, President of Sporty's Pilot Shop, and Dane McGuffy of Lycoming, who

was a guest speaker at the Aviation Explorer encampment barbecue at Oshkosh.

Gold level sponsors for the scholarships include the Aircraft Owners and Pilots Association (AOPA), the Cessna Foundation, Frasca International, Inc., Garmin International, and Sporty's Pilot Shop. Numerous other companies and individuals have donated additional funds to finance these scholarships.

Only 10 Aviation Explorers were selected nationwide for the scholarships, which total \$44,000. For details on the program, refer to [www.aviationexploring.org](http://www.aviationexploring.org). □

## Dorcey Earns Master CFI Accreditation

OSHKOSH, WIS. – John M. Dorcey of Oshkosh, Wis., recently earned his Master CFI accreditation. Besides his CFII credentials, Dorcey is an Airframe and Powerplant Mechanic, and worked for the Wisconsin DOT Bureau of Aeronautics as an aviation consultant before recently being appointed the assistant airport director at Wittman Regional Airport, Oshkosh, Wis. Dorcey also serves on the Wisconsin Aviation Hall of Fame board of directors.



John Dorcey

To help put this achievement in its proper perspective, there are approximately 90,000 CFIs in the United States. Fewer than 600 of them have achieved the distinction of Master CFI thus far. The last 12 national Flight Instructors of the Year were Master CFIs while John Dorcey is one of only 14 Wisconsin aviation educators to earn this prestigious “Master” title.

The National Association of Flight Instructors (NAFI) is dedicated to

providing support and recognition for America’s aviation educators while helping them raise and maintain their level of professionalism. The association was founded in 1967 and affiliated with EAA in 1995. NAFI is headquartered at EAA in Oshkosh, Wis. ([www.NAFInet.org](http://www.NAFInet.org))

## Wanda Jean Zuege Earns Master CFI

CUSTER, WIS. – Wanda Zuege of “Am I High Aviation” ([www.AmIHighAviation.com](http://www.AmIHighAviation.com)) flight school, Stevens Point Municipal Airport (STE), Wis., recently earned her Master CFI accreditation. Zuege is an independent flight and ground instructor specializing in primary and instrument training, and her company, AmIHighAviation, provides aircraft rental and ground schools.



Wanda Zuege

## Koberinski Named UNDAF Student Services Manager

GRAND FORKS, N.D. – The University of North Dakota

Aerospace Foundation (UNDAF) has named Debbie Koberinski the Student Services Manager. In her position, Koberinski will manage the international contracts and students associated with UNDAF programs, including travel documentation, university enrollment and resident placement.

Koberinski, a native of Moorhead, Minnesota, brings an extensive background in customer service and project management to UNDAF. Previously Koberinski was the general manager of the Hilton Garden Inn in Grand Forks where she was responsible for the management and day-to-day operations of the full-service hotel.

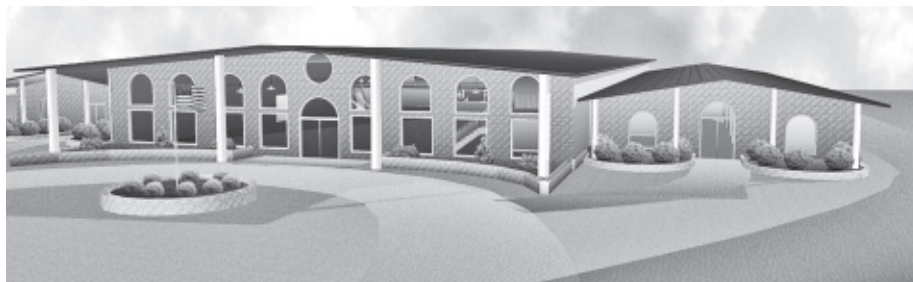
Koberinski and her husband Scott reside in East Grand Forks with their two daughters.

UND Aerospace includes the Odegard School of Aerospace Sciences at the University of North Dakota and the UND Aerospace Foundation (UNDAF).



Debbie Koberinski

## Wisconsin Air Academy Construction Underway



STURTEVANT, WIS. – The ground was broken September 10, 2007 for the Wisconsin Air Academy, a new kind of boarding and day school designed to place young people on the path towards a career in the aviation industry. A first of its kind, the Wisconsin Air Academy is the only private day school sanctioned by the

Civil Air Patrol (CAP), the civilian auxiliary of the United States Air Force.

After leaving the Florida Air Academy to return to his home state of Wisconsin, Jeff Starke turned to Allied Steel Buildings to provide the best possible solution for the construction of the new academy. The

new 44,000 square foot facility will include a main hall, an indoor gymnasium, classrooms, an operations center, and dormitories for boarding students.

The Wisconsin Air Academy hopes to set a new group of middle-school aged students on the path to become America’s next generation of first responders. “Air marshals, military and airline pilots, air traffic controllers,” explained project developer Jeff Starke, “are many of the folks that are on the front lines of our nation’s security. Instead of focusing on school rivalries and trivial activities, we can help influence the future of the country’s emergency response abilities.”

## Grant To Focus On Eliminating Leaded Aviation Fuel Use With New Direct Injection Igniter Fuel Nozzle

MINNEAPOLIS, MINN. – The Lindbergh Foundation has announced that Tom Ehresman, an inventor from Loveland, Colorado, has been awarded a 2007 Lindbergh-Lycoming Grant for his project entitled, "Creating a Direct Injection Igniter Fuel Nozzle to Eliminate the Use of Leaded Fuels in Existing High Power Density Aircraft Piston Engines." This is the second Lindbergh-Lycoming Grant to be awarded in the newly established partnership between Lycoming Engines and the Lindbergh Foundation to specifically fund a project focusing on aviation/aerospace.

Aviation gasoline is the only fuel in the world that still contains lead. Soon, 100-octane low-lead aircraft fuel (100LL) will be discontinued because of the tetra-ethyl-lead (TEL), which is added at the refinery, and is highly toxic. Currently high-performance, piston aircraft engines require 100LL to operate without failure at the higher power settings. The move to unleaded fuels is fast approaching and no viable alternative fuels have been found that these higher power piston engines can use without incurring damage or greatly decreasing operational limitations. Ehresman plans to continue developing a direct injection fuel nozzle system that would allow numerous types of fuels to be used in current high-performance aircraft piston engines, including jet fuel, diesel, kerosene and other liquid fuels. Elimination of TEL will not only improve the air quality as lead is removed from fuel emissions, but would also allow refineries to consolidate refining operations and reduce fuel infrastructures, further reducing harmful emissions and the risk of spills/pipeline lead, and lowering consumer fuel prices.

Ehresman received one of 14 Lindbergh-Lycoming Grants awarded so far this year, the most grants issued by the foundation since 1985. He was



Tom Ehresman

chosen from 150 applicants from around the world. Lindbergh-Lycoming Grants are made in amounts up to \$10,580, a symbolic amount representing the cost of building Charles Lindbergh's plane, the Spirit of St. Louis, in 1927. To date, more than \$2.7 million has been awarded to 284 researchers.

The Lindbergh-Lycoming Grant program enjoys an excellent reputation among the scientific community and the public sector for supporting exceptional, high-quality projects and dedicated researchers. "Our grant program helps put ideas on the move thanks to our investment in people,"

said Clare Hallward, Chairman of the Lindbergh Foundation Grant Selection Committee. "Our grants enable dreams to be realized for people who see a better way of doing things. Their projects explore technological and ecological solutions that are both practical and visionary." Lindbergh-Lycoming Grants support innovative ideas often at an early stage in their development, young researchers, and provide dollars to establish pilot projects.

Lindbergh-Lycoming Grant applicants undergo a rigorous five-step review process focused on evaluations by two independent, all-volunteer review groups, including a 65-member Technical Review Panel. This international panel is comprised of knowledgeable and respected individuals drawn from the various fields in which Lindbergh-Lycoming Grants are made.

"Because of the standards employed by the foundation's grant program, it has earned international credibility, which enables many Lindbergh-Lycoming Grant recipients to secure additional funding to continue their important work, making it a highly sought-after award," said Hallward.

The Lindbergh Foundation is a

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Lindbergh-Lycoming Grant program, which provides grants for research or educational projects that will make important contributions to technology and the environment.

The annual deadline for all Lindbergh-Lycoming Grant applications is in mid-June for funding the

following year. The extended deadline for the Lindbergh-Lycoming Aviation Grant is Nov. 1, 2007, with funding in July 2008. Anyone interested in applying for this grant will find information and a downloadable application on the Internet at: [www.lindberghfoundation.org](http://www.lindberghfoundation.org). □

## FAA Presents Master Pilot Award To West Bend Pilot

OSHKOSH, WIS. – On Tuesday, July 24, the Federal Aviation Administration Flight Standards District Office in Milwaukee, Wis., honored James A. “JI” Igou of West Bend, Wis., with the FAA’s Wright Brothers Master Pilot Award. Igou is considered by those who know him an icon in aviation, having been a very successful long-time maintenance technician, IA and pilot.

For many years Igou operated a shop at the Hartford Airport, where his



(L/R) FAA Milwaukee FSDO General Aviation Operations Inspector, Jan Gerstner; James A. “JI” Igou; Dixie Igou; FAA Milwaukee FSDO ASAP Program Manager, Ray A. Peterson.

services and beloved quirks were treasured. Igou has been previously pre-

sented with the FAA’s Charles Taylor Master Mechanic Award, reflecting his many accomplishments. Igou’s wife, Dixie, had just flown in from Africa to join him at the presentation, given at the meeting of the Midwest Antique Aircraft Club during EAA AirVenture in Oshkosh, Wis. Igou is a member of EAA Chapter 1158 at West Bend, Wis.

The Wright Brothers Master Pilot Award is presented to pilots with at least 50 years of continuous, honorable pilot experience in aviation. It requires at least three recommendations from other people, a current flight review, and a good aviation safety record. The award recognizes those who have materially contributed to aviation through their efforts and example. □

### HIGH ON HEALTH

#### Density Altitude – Is it important for pilots, as well as airplanes?

by Dr. John Beasley, AME

When I was young and foolish (as opposed to my current state), I loaded five fellow medical students into a rented Cessna 206 and we took off from Minneapolis to fly to San Diego with plans to go up the West Coast to look at internships.

The second day we flew from Denver, Colo. to Page, Arizona and then across the desert. It was September and hot... very hot. The thermals over the desert were not pleasant and in an effort to get to cooler and more stable air, I climbed to



John Beasley

12,500 feet. The outside temperature was still about 60. We were up there for over 3 hours (I don’t think I knew of the oxygen rules in those days), and wondered why I had this splitting headache and felt so “out of it.” Later, I did the calculations. Assuming that the pressure altitude was 12,500 feet MSL, we were at a density altitude of over 15,000 feet. For many years, I assumed that this was high-density altitude that left me feeling so lousy.

We all think of density altitude as being important for aircraft – obviously it is – but is there an effect on the pilot? When Dave Weiman (MFM) first asked me to write about density altitude, I assumed that the effects on airplane and pilot would be comparable. I was wrong!

I did a bit of internet research, and found to my surprise that density altitude doesn’t really matter from the physiological point of view. The reason for this is that when we breathe in air at any tem-

perature, we warm it in our lungs to 98.6 degrees Fahrenheit (body temperature) almost instantly! Thus, in a sense, the “density” altitude of the air in our lungs is always the same for any pressure altitude regardless of the outside air temperature. For a full review, visit <http://www.dr-amy.com/rich/oxygen/> and see the article by Dr. Robert Carlson, which is where I got this information.

So it turns out that the reason I felt so lousy over the desert was simply that I don’t tolerate 3 hours at 12,500 without supplemental oxygen. Duh! There is a reason for the rule.

Also, aside from the legal issues, there are also issues of mental capacity and comfort. There is probably considerable variability in the susceptibility to symptoms related to hypoxia, and for us “greybeards,” we may have you young hotshots beat on this one. We’re only about 50 to 75% as likely to get symptoms as you are at any given altitude. I don’t know why.

# CALENDAR

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ALSO USE ONLY CURRENT AERONAUTICAL CHARTS  
FOR NAVIGATION AND NOT CALENDAR  
LISTING INFORMATION**

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

## OCTOBER 2007

- 1\* **MADISON, Wis.** - "Regulations: What every pilot should know." At Rodeway Inn. For more info FAASafety.gov or robin.sharitz@aopa.org. 301-695-2175.
- 2\* **MILWAUKEE, Wis.** - "Regulations: What every pilot should know." At Clarion Hotel & Conference Center. For more info FAASafety.gov or robin.sharitz@aopa.org. 301-695-2175.
- 3\* **MANITOWOC, Wis.** - "Regulations: What every pilot should know." At Lakeshore Aviation. For more info FAASafety.gov or robin.sharitz@aopa.org. 301-695-2175.
- 4-6 **HARTFORD, Ct.** - AOPA Expo 2007. 800-872-2672. (aopa.org)
- 6 **GRINNEL (GGI), Iowa** - Open House 7am-4pm & Breakfast 7-11am. 641-239-8007.
- 6 **RICHLAND CENTER (93C), Wis.** - Fall Colors Fly-In & Classic Car Drive-In. Pancake Breakfast 8am-?. Brat Lunch. keyesmp@yahoo.com
- 6\* **ONAGA (52K), Kan.** - Pancake & Sausage Breakfast Fly-In 8am-?. 785-889-0151.
- 6\* **BAUDETTE (LAKE OF THE WOODS), MINN.** - Fly-In Fishing Contest for Female Pilots at Baudette Int'l Airport. For more info go

to [www.dot.state.mn.us/aero/avoffice/events/fly-ins.html](http://www.dot.state.mn.us/aero/avoffice/events/fly-ins.html)

- 6\* **CRYSTAL, MINN.** - Club Cherokee Open House 11am-4pm. For more info [www.clubcherokee.com](http://www.clubcherokee.com). 612-720-0005.
- 7 **IOLA (68C), Wis.** - Fall Color Chili Fly-In at Central County Airport. 8am-2:30pm. 920-244-7808.
- 13 **STURGEON BAY (SUE), Wis.** - Fall Colors Fly-In Breakfast at Door County Cherryland Airport 8-10:30am. [catchbigfish@itol.com](mailto:catchbigfish@itol.com)
- 13\* **STEVENS POINT, Wis.** - "America's Class System - Class D Airspace." FAA Safety Team at Rodeway Inn. Need to register. For more info FAASafety.gov or 715-252-3326.
- 14 **PALMYRA (88C), Wis.** - Breakfast & Poker Run Game Day. 262-495-3108.
- 15\* **NORTHBROOK, ILL.** - "Regulations: What every pilot should know." At Hilton Northbrook. For more info FAASafety.gov or robin.sharitz@aopa.org. 301-695-2175.
- 16\* **SAINT CHARLES, ILL.** - "Regulations: What every pilot should know." At Hilton Garden Inn. For more info FAASafety.gov or robin.sharitz@aopa.org. 301-695-2175.
- 17\* **ROCKFORD, ILL.** - "Regulations: What every pilot should know." At Greater Rockford Airport - Public Safety Bldg. For more info FAASafety.gov or robin.sharitz@aopa.org. 301-695-2175.
- 18\* **PEORIA, ILL.** - "Regulations: What every pilot should know." At Peoria Aviation. For more info FAASafety.gov or robin.sharitz@aopa.org. 301-695-2175.
- 20\* **EAST SAINT LOUIS, ILL.** - "CFIT and Inadvertent IMC Recovery." At Mid Coast Training Facility. Need to register. For more info FAASafety.gov. Contact 800-322-8876 or 7-ACESTLFAAST@faa.gov
- 27 **DECATUR (DEC), ILL.** - Chili Day Fly-In 10am-2pm. 217-795-2393. [www.decatoreaa.com](http://www.decatoreaa.com)
- 28-11/1 **CHICAGO, ILL.** - IES (Illuminating Engineering Society) Aviation Lighting Seminar at Doubletree (Oak Brook). 203-235-4424. [www.iesalc.org/](http://www.iesalc.org/)

## NOVEMBER 2007

- 10 **OSHKOSH, Wis.** - Wisconsin Aviation Hall of Fame banquet at EAA Museum. For tickets call 715-832-6379.

- 10\* **STEVENS POINT, Wis.** - "America's Class System." Need to register. For more info FAASafety.gov or 715-252-3326.
- 10-11\* **OSHKOSH, Wis.** - Flight instructor refresher course (FIRC) at the FAA Safety Center, Wittman Regional Airport. Contact Judy 608-266-8667.

## DECEMBER 2007

- 1 **COTTAGE GROVE (Y87), Wis.** - Tom Rebholtz Memorial Chili Feed at Blackhawk Airport.
- 8 **WEST BEND (ETB), Wis.** - Breakfast with Santa 8am-Noon. Santa arrives at 9:30am. [www.eaa1158.org](http://www.eaa1158.org)
- 14\* **OSHKOSH, Wis.** - Wright Brothers Memorial Banquet. Speaker Burt Rutan. 920-426-4800.

## FEBRUARY 2008

- 1-2\* **Novi, Mich.** - Great Lakes Aviation Expo & Conference. [www.GreatLakesAviationConference.com](http://www.GreatLakesAviationConference.com)
- 16\* **WISCONSIN DELLS, Wis.** - Mechanics refresher and inspection authorization (IA) renewal seminar at Kalahari Resort. For more info 608-267-7110 or [tamera.weaver@dot.state.wi.us](mailto:tamera.weaver@dot.state.wi.us).

## APRIL 2008

- 8-14\* **LAKELAND, FLA.** - Sun 'n Fun Fly-In. Lakeland Linder Regional Airport. 863-844-2431. [www.sun-n-fun.org](http://www.sun-n-fun.org)
- 23-24 **WEST DES MOINES, IOWA.** - Iowa Aviation Conference at Sheraton West Des Moines Hotel. For more info [iawings.com](http://iawings.com) Registration Sue Heath 515-727-0667.

## MAY 2008

- 5-7 **APPLETON, Wis.** - 53rd Wisconsin Aviation Conference at the Radisson Paper Valley Hotel. [www.wiama.org/conference.htm](http://www.wiama.org/conference.htm). Contact Pete - 715-358-2802.

## JULY 2008

- 28-8/3\* **OSHKOSH, Wis.** - EAA AirVenture. [www.airventure.org](http://www.airventure.org)

## AUGUST 2008

- 7/28-8/3\* **OSHKOSH, Wis.** - EAA AirVenture. [www.airventure.org](http://www.airventure.org)

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## DENSITY ALTITUDE CONTINUED

And for comfort? Maybe the limits should be lower. A recent study in the New England Journal of Medicine explored the response to cabin altitude in simulated commercial aircraft, which as you know, generally have a cabin altitude of 7,500 to 8,000 feet while in cruise. The subjects' oxygen saturation declined from over 97% saturation at

ground level to 95% at 6,000 feet to 93% at 8,000 feet. These are small changes, so no big deal, right? Maybe.

After only 3 hours, about 10% of the subjects had malaise (not really sick, but not feeling so great, either). At least none of the tests of sensory perception or psychomotor performance were altered. However, this was only 8,000 feet and we routinely travel in non-pres-

surized aircraft well above that. (And, while not really relevant for private flying, there are some reports of acute mountain sickness following longer stays as low as 6,500 feet.)

So, the take home message? Bring the oxygen bottles if there is any doubt. You'll feel better and perhaps fly a bit better too. At least for me, I can use all the help I can get. □

**CRASH SITE No. 1**



**CRASH SITE No. 4**



# Lost In Time!

## A Search For World War II MIAs

### MIA Hunters Search Missions; May/June 2007

*Listing of Crash Sites Discovered & Their Prospective MIAs*

Crash Site No. 1	USA P38 aircraft	1 Pilot	Total 1
Crash Site No. 2	US Navy aircraft	2 Crew	Total 2
Crash Site No. 3	Japanese bomber	3 Crew	Total 3
Crash Site No. 4	Japanese bomber	3 Crew	Total 3
Crash Site No. 5	USA P47 aircraft	1 Pilot	Total 1
	Reported 30 US soldiers executed and buried		Total 30
Crash Site No. 6	Unknown USA Aircraft	1 Pilot	Total 1
	Mission to reach this site incomplete.		
Crash Site No. 7	USA aircraft	1 Pilot	Total 1
Crash Site No. 8	Japanese bomber	3 Crew	Total 3
Crash Site No. 9	Japanese bomber	3 Crew	Total 3
Crash Site No. 10	USA Aircraft	1 Pilot	Total 1
Crash Site No. 11	USA Aircraft	1 Pilot	Total 1
	Japanese bomber.		
	Reported 10 Japanese buried in village.		Total 10
Crash Site No. 12 & 14	Deserted wartime runway with two Japanese bombers.	No MIAs.	Total 0
TOTAL PROSPECTIVE MIA'S: 38 USA. 22 JAPANESE.			TOTAL 60

As many as 60 World War II MIAs, lost in time for 62 years, may be coming home, the result of three daring MIA search missions in the jungles of Papua New Guinea (PNG) by an all-volunteer group of

**CRASH SITE No. 9**



**No. 12 Japanese Bombers**



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CRASH SITE No. 14



CRASH SITE No. 7



Americans, mostly senior citizens whose average age was 60, including three women.

The 22 volunteers, in three groups, made hazardous treks into jungle not previously visited by white people. In advance of the missions, each put their home arrangements in order in case they did not come back. Each knew they would be in harms way, carrying their own tent, food, water and supplies with help from porters in temperatures which would peak at 94 degrees. They would stay in tents or native huts in villages who had previously never received white people. In a jungle of ants, spiders, scorpions, snakes and crocodiles, they would cross rivers up to their chests in fast-flowing



CRASH SITE No. 10



MIA HUNTERS trackers have found at least five new previously undiscovered crash sites in Papua New Guinea.

And we know how to reach Japanese Admiral Yamamoto's lost bomber on Bougainville.



## MIA HUNTERS Double Mission in 2008

A tax-deductible, 14-day MIA Search Mission in the jungles of Papua New Guinea plus the search for Japanese Admiral Yamamoto's bomber on Bougainville.

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Price includes round-trip coach air fare from MSP, taxes, visas, hotels, ground transportation, meals and jungle expenses, etc. You bring lightweight clothes, backpack, life jacket and tent. We do the rest.

Cost per person \$10,500 but if booked before the end of November '07 - \$1,000 DISCOUNT!

Tax deductible payments half '07, half '08.

**FIND OUR MIAs!**

**MIA HUNTERS**

[www.miahunters.com](http://www.miahunters.com) or contact

Mission Director Bryan Moon - 507-263-7050  
or [bryanmoon@vctel.net](mailto:bryanmoon@vctel.net)

*We can take you there!*

water, by raft, rubber tire or in dug-out log canoes. Each volunteer paid their own way, expected no thanks, reward or recognition, but with one united objective – find our MIAs.

Two years in the planning by Bryan Moon, President of Minnesota's MIA Hunters organization and with 19 previous mission experiences and 57 MIA discoveries under his belt. Most mission members came from the Twin Cities area, but also from Illinois, Florida, Colorado and California. Each of three groups was led into the jungle by dual mission leaders, who a year ago, survived an attack in the same jungle by hostile tribesmen and who had to be rescued from a mountain top by helicopter.

First to volunteer for the new missions was Red Wing, Minnesota resident and retired president of Red Wing Shoe Company, Joe Goggin, who had fallen over a python snake on the 2006 mission and was pulled clear by native trackers. Despite this, and upon hearing of the new 2007 missions, he sent a terse four-word message saying, "Bryan, let's go. Joe." He was joined by two veterans, John Rippinger, company president from Schaumburg, Illinois and aerobatic pilot, and Rochester, Minnesota property manager, Curt Hills, both veterans of the 1990 Doolittle bomber search in China. Taking a dominant role on all three missions, David Donkers, a pilot from Nerstrand, Minnesota provided the outdoors expertise and catering experience.

With an average age of 60, the youngest member was David Donker's daughter, Susan Donkers, 21. The oldest member was Deephaven, Minnesota resident and experienced adventurer Ralph Stillman, 76, who signed up and completed two of the three missions. Each had their own reason for volunteering, but their resolve was unanimous.

Just before leaving on Mission 1, St. Paul travel agent president, Karen Johnson, left note under Bryan's door. It read, "If I die during the time of our mission, please dig a hole and bury

me on site – take pictures to document for family and insurance, but go on to complete the mission." Such was the spirit of all the volunteers.

The success of mission planning leaned heavily upon a small group of Papuan trackers who joined MIA Hunters in advance to spearhead the crash site searches. It was because of their jungle know-how and determination that the initial plans to investigate as many as 10 sites was born. The same trackers then became the scouts who guided each of the MIA Hunter groups on their jungle searches and back to base camp.

A total of nine jungle aircraft sites were found, mapped and inspected by the MIA Hunters. Two other sites were additionally found by scouts and the search for one site was aborted.

The treatment of crash sites is sensitive. All MIA Hunters sign a pledge in advance to treat the sites as hallowed ground and not to remove anything from the wreckage. An American flag is placed on each site identified as a U.S. aircraft and a prayer offered for the deceased crew. Each site is then carefully mapped, photographed and videotaped, but otherwise left undisturbed. A detailed brief on each site is then submitted to the U.S. Army in Hawaii which has the ultimate responsibility for MIA recoveries, identification and return of remains to relatives.

The removal of dog-tags is strictly forbidden by the MIA Hunters, but did not prevent scouts from handing over two dog-tags they found at a native village where reportedly there were others. Overnight, the identities of the two tags was checked and found that neither was an MIA, although why the tags were left behind is a mystery. One officer was buried in Arlington and the other died in 2002. These tags are being returned to relatives and a check is being made on other tags remaining at the same village.

While MIA Hunters were engaged in multiple searches, other native scouts were penetrating into deeper

jungle mountain locations. One returned with photographs of an identifiable U.S. aircraft and a second Japanese bomber with identification plates from both, plus photographs of human remains. A related, but more bizarre story was told of 10 Japanese bodies also buried nearby. The site's location is being turned over to the U.S. Army for their examination.

Not all the missions reached their target site. One group spent five hours crossing fields and in a grueling climb, which became almost vertical. Their guide, a local villager who had originally found the crash site, had reported a blond hair pilot entombed in his aircraft. But upon reaching a high crest, the villager could not remember the location of the aircraft wreckage. The group had to turn back to reach their base camp before dark. Despite this, the approximate location to the site was recorded and included in material being sent to the U.S. Army.

Superstition and even fear of crash sites is not uncommon with many villagers. Some claim they hear screams in the night. Others say that the ghosts of the airmen are seen walking through the villages. Not all the claims can be discounted.

In one village, the MIA Hunters were warned that to approach the site where airmen were buried, would mean that it would rain. They walked to the location and, despite a clear blue sky, it rained, and did not stop raining until they left. Another village group considered the crash site haunted for over 50 years. They would not go near it at night claiming that to do so meant the ground would tremble and loud engine noises would fill the darkness. However, since MIA Hunters found the aircraft wreckage and the two MIAs' remains were removed, the villagers report that the jungle is now silent at night.

To reach one location, the MIA Hunters crossed a river on rafts, three at a time. The village chief who was their guide explained that he had been taken as a youth by the Japanese and reared by them. Eye witnesses

claimed an American aircraft was hit by anti-aircraft fire and exploded, crashing in flames after two bodies were thrown from their aircraft. Their remains were found buried in the village in a fenced off area with flowers. The aircraft was identified as being U.S. Navy.

The most disturbing location was first identified as a P47 Thunderbolt U.S. fighter aircraft. The pilot's body had been recovered by villagers and buried nearby. However, there followed a report by villagers that the Japanese had captured 30 U.S. soldiers and executed them on site. As the Japanese retreated, they then cannibalized two village women. The U.S. Army is being advised for further investigation.

A Japanese aircraft impacted vertically on a mountaintop. The village brought one set of remains down to the village, then reported getting sick and dumping the remains in the river. A second set of remains was buried separately. A second Japanese bomber crashed in an open field near large bushes. Villagers could not find the wreck, so "they went to talk with the



Bryan Moon, MIA Hunters founder and expedition leader.

spirits." They returned the next day to find the wreckage to which they guided the MIA Hunters.

The jungle is full of awesome surprises. Not on the search schedule, was the finding of a deserted Japanese WWII runway, where, 62 years after the war ended, still stood the ghosts of a once mighty air armada – two Japanese "Betty" bombers partially overgrown by the jungle. Removed from a jungle swamp and on the dockside of the northern city of Lae, stand the complete, but disassembled remains of a U.S. Flying Fortress B-17 bomber called "Swamp Ghost." It was lifted in pieces from the swamp a

year ago by salvagers preparing to ship it to the United States. Its removal generated a storm of protest with Papua New Guinea, leaving the final home of the bomber a diplomatic and unresolved problem.

As a finale to the missions, yet another mystery may be solved, Japanese Admiral Yamamoto, who planned the attack on Pearl Harbor in 1941, was later shot down in his "Betty" bomber over the island of Bouganville, north of Papua New Guinea. Uprisings on the island have prevented visitors for the past 10 years, but this has now ended. MIA Hunters have now found how to reach the crashed bomber, and will be the subject of a future expedition.

For the crash sites that were discovered, their locations are being kept confidential. There is concern that wreck hunters may pillage the crash sites and thereby complicate the recovery of human remains by the U.S. Army which is being given complete information on all the crash site locations by MIA Hunters. (www.miahunters.com) □

#### PEOPLE IN THE NEWS

### Aviator/Actor, Cliff Robertson To Receive Wesley L. McDonald Elder Statesman of Aviation Award

ARLINGTON, VA.

– The National Aeronautic Association, the oldest aviation organization in the United States, has selected Cliff Robertson to receive the 2007



Cliff Robertson

Wesley L. McDonald Elder Statesman of Aviation Award. Robertson will receive the award at NAA's Fall Awards Banquet on October 29 in Arlington, Va.

The Elder Statesman Awards were established in 1954 to honor outstand-

ing Americans who, by their efforts over a period of years, have made contributions of significant value to aeronautics and have reflected credit upon America and themselves. The award was renamed this year in honor of NAA's past chairman, Admiral Wesley L. McDonald. Previous recipients have included Eddie Rickenbacker, Jimmy Doolittle, Scott Crossfield and Chuck Yeager.

Robertson, a lifelong soaring fanatic, is a member of the Experimental Aircraft Association (EAA) President's Council and was the founding Chairman of the EAA Young Eagles Program, a youth development initiative that has helped put more than 1.5 million future pilots into the air. EAA's "Cliff Robertson Work Program" for young people over the age of 16 is named in his honor.

Robertson is best known for his long career as an actor in television and film, and for his Academy Award-winning performance in the 1968 film "Charly." It is aviation, however, that has captured his imagination and his heart since childhood. The two paths have intersected many times in his career, with roles in films like *The Pilot*, *The Squadron*, and *Midway*.

Robertson has previously received aviation awards recognizing his humanitarian flights during the Biafran Civil War and his famine-relief missions in Ethiopia.

NAA is a non-profit, membership organization devoted to fostering opportunities to participate fully in aviation activities and to promoting public understanding of the importance of aviation and space flight to the United States (www.naa.aero). □

# LIGHT SPORT AIRCRAFT



## Facts or Myths: What Is Really Happening In The Sport Pilot/Light Sport Aircraft Movement?

by Ed Leineweber

**W**e all hear a lot of doubts expressed about the potential for success of the new Sport Pilot Certificate and the category of aircraft known as Light Sport Aircraft. Some of them were



Ed Leineweber

mentioned in our inaugural article on this topic in the August/September 2007 issue of *Midwest Flyer Magazine*. Let's take a look at several of these concerns through the eyes of someone who spends a lot of time dealing with them, and then from the perspective of two others who have pursued Sport Pilot flight training.

(NOTE: "SP-LSA" means Sport Pilot-Light Sport Aircraft, and pertains to what the author refers to as the "movement" behind the enactment of the new FARs. "S-LSA" refers to Special Light Sport Aircraft, the fully manufactured, fly-away aircraft now available, according to the ASTM consensus standards.)

Peter J. Andersen, along with his wife, Susan, and daughter, Beth, formed Plane Guys Aviation, LLC at

the Waupaca, Wisconsin airport a few years ago to participate in the Sport Pilot/Light Sport Aircraft movement, and to follow their dream of fortune through happiness, if not through monetary wealth. (This has always been an important characteristic for those participating in general aviation on a small-scale.) The Andersens are now dealers for three special Light Sport Aircraft in Wisconsin, Minnesota and all of Upper and Lower Michigan. Here's what Peter has to say about *four myths* he feels surround SP-LSA.

### • You'll Never Get Insurance For Light Sport Aircraft

Prospective buyers often express concerns about being able to insure their Light Sport Aircraft if they decide to buy one. To combat this, the Andersens always tell folks to confirm their coverage before buying. According to Peter, they have never had a single customer contact them and say they have not been able to obtain coverage that fits their needs. In fact, says Peter, he is starting to hear from people whose premiums have dropped over the past year.

### • Commercial Insurance For Training or Rental Is Not Affordable or Available.

The Andersens have found that if you approach an insurance carrier without a set plan, you will run into difficulties. But if you go in with a full business plan, or have a history of

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aircraft rental in your existing business, you won't have any problem. When they went in with their plan, it was thoroughly reviewed and then fully approved. Peter says that in talking with other FBOs regarding the coverage they obtained at Plane Guys Aviation, LLC, many of these operators expressed surprise at how reasonable the rates are, especially considering that the Andersens are carrying full hull and high liability limits. Peter is even more convinced that the insurance concern is more myth than fact when he receives solicitations in the mail from other insurers looking for Light Sport Aircraft premium dollars, which, he says, was unheard of a few years ago.

#### • The Sport Pilot Practical Test Standards Are Not Adequate

Watching their students prepare and advance through their training under the Sport Pilot Practical Test Standards (PTS), and observing the extreme willingness to learn and the professionalism these students display as they grow in experience, has convinced Peter that the FAA regulations and PTS governing the Sport Pilot Certificate are adequate to produce safe, competent pilots. "If we remember back," he says, "we all felt competent to operate an aircraft shortly after we soloed. But we had yet to fulfill our night flying or basic instrument training requirements." Since Sport Pilot has low-and-slow and severe-clear limits, Peter does not feel that additional training time is required to produce quality VFR, daytime-only pilots. Thus, he is convinced that it is a myth that Sport Pilots do not have to be trained like Private Pilots since the Sport Pilot student will go through every step of instruction, and answer the same questions, that a Private Pilot student would, except for areas that will not be accessible to him/her as a Sport Pilot.

#### • The Unavailability of Rental Aircraft, Flight Training & CFIs

This, Peter Andersen sees as "the Catch-22 of all times." He says that people contact Plane Guys Aviation almost daily looking for Sport Pilot training. "It's hard to keep count of the number of people who cannot make the long commute to our location to meet their training needs," he says, "and it's surprising the number that do." He is convinced that a strong demand exists for Sport Pilot training and for access to Light Sport Aircraft, and does not think it requires a "leap of faith" on the part of an FBO or CFI to become involved in meeting this demand.

"We feel that the call has been made loud and clear by the public," says this obvious SP-LSA enthusiast. "They want Light Sport Aircraft and people who never thought they would be able to fly, will," he asserts. More aircraft are needed at more locations, and FBOs and CFIs need to realize that insurance is available, and that

great S-LSA aircraft are available to fill training needs for both Sport and Private Pilot students which offer low maintenance, comparable insurance rates, and a break-even point that is not at all unattainable. What is required, he believes, are FBOs and CFIs who are willing to "start the circle" in their areas. "For those who hear the call and act on it," Peter concludes, "they may see some exciting times, and who knows, they might even make someone's dreams come true."

Peter Andersen's take on these issues seems to be largely confirmed by two recent Sport Pilot students, one who has his certificate, and another who is still working towards it.

Ronald Anderson is a recently retired CEO of a software company who describes his business background as scientific instrumentation and marketing. He spent eight years in the Canadian Air Force as a young man, but inadequate eyesight prevented him qualifying as a military pilot. While waiting for the Sport Pilot Certificate to be finalized and implemented, he took extensive glider training. This was of obvious value to him when he experienced an engine failure and was forced to make an off-airport landing shortly after getting his certificate.

The relative lack of available Sport Pilot training was an issue for Ron. He checked into programs as far away as St. Charles, Missouri, but ended up taking training at East Troy and Superior, Wisconsin. He winters in Florida and was surprised to find that Sport Pilot training was very difficult to find even there, a state with extensive flight train-

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ing activities, especially during the winter.

Ron recently bought a new Tecnam Bravo S-LSA and has been flying it extensively, including on cross-country trips from his home in Southwest Wisconsin to the Lake Superior region of northern Wisconsin, and into the Chicago metro area.

Ron Anderson is happy with his Sport Pilot Certificate and his new S-LSA, although he did find that insurance was a bit of a challenge to obtain, and only at a fairly stiff premium.

Michael Lord is a Sport Pilot student at Plane Guys Aviation in Waupaca, Wisconsin. He is a dental technician by training, but sold his clinic years ago, and took up a second career in auto racing. Recently retired from that activity, Mike is building a Zenith 601XL and pursuing his Sport Pilot Certificate. Although he is now only engaged in flight training, Mike has been around aviation for years, including experience as a paratrooper, skydiver and frequent AirVenture attendee with his pilot buddies.

The lack of available flight training close to home was an issue for Mike as well. Although he lives in the Green Bay metro area, which is home to about 200,000 people, the two closest flight training operations offering

the Sport Pilot program were 100 and 65 miles respectively from his home. He chose the closer, Waupaca, and has been very happy with his choice. He also spent two weeks at a flight school in St. Charles, Missouri, where poor weather and limited aircraft availability hampered progress.

Mike is pursuing SP-LSA aviation as a hobby; something to do, he says, as he admits to workaholic tendencies. He hopes to progress and become better and better, and is impressed with how aviation offers so much to learn.

The Sport Pilot Certificate and Light Sport Aircraft suit Mike's purposes. He also winters in Florida, and looks forward to turning a boring drive into a flying "adventure." He feels that LSAs are affordable compared to other new aircraft and are fast/capable cross-country airplanes.

Both of these SP-LSA enthusiasts represent a segment of the market identified by Peter Andersen. Both struggled to find available training, and both were willing to travel considerable distances to obtain it. Both are willing and able to spend time and money to own new Light Sport Aircraft. However, neither of these flyers represent other, larger market segments often identified as the biggest potential for the success of the Sport Pilot-Light Sport Aircraft movement: younger people, converting ultralight pilots, and the motor sports crowd.

While signs are clear that SP-LSA fits the needs of folks like Mike and Ron, given the profile of early LSA buyers, the jury is still out on the breadth of the appeal of this new branch of general aviation to these

other groups.

The barriers here are often said to be high entry costs, both in terms of time and money, as compared to other recreational pursuits, including other motor sports. Mike Lord believes that a portion of the motor sports crowd will be attracted to S-LSA, but does not think the word is effectively getting out to the non-aviation public.

What do you think? What have you been seeing? What are your plans for SP-LSA in your own life? What are the positives and negatives from your perspective? Can you help us separate the facts from the myths? We'd like to hear from you, whether you are an FBO, CFI, existing pilot, or prospective SP student. We would like to hear from folks outside of Wisconsin as well as within. Please contact me.

Future articles will follow the development of the SP-LSA movement, and explore the impact these initiatives are having in the Midwest by interviewing various people involved in trying to make it a success, including flight instructors, pilots, insurance agents and those starting LSA sales enterprises. Readers' views on these issues are sought and welcome.

*Editor's Note:* Ed Leineweber is a part-time CFI with a particular interest in SP-LSA issues. His flight training focus is tailwheel transition training and the Sport Pilot Certificate. Leineweber has over 25 years experience in aviation and related businesses. He was an FBO in the past and is now a co-owner of an LSA dealership. He is a circuit court judge in his "day job." Readers are encouraged to email Ed at [edleine@countryrspeed.com](mailto:edleine@countryrspeed.com) or call (608) 604-6515. □

## Light Sport Aircraft MAINTENANCE



by Joe Rethmeier

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Joe Rethmeier has completed the 120-hour Light Sport Repairman-Maintenance Course, and the 19-hour courses for LSA Weight Shift Control (trikes) and LSA Powered Parachutes through Rainbow Aviation Services of Corning, Calif. Mr. Rethmeier is now one of the first licensed Light Sport Aircraft technicians in the United States, and the first in Minnesota.

\* Special LSA are delivered turnkey flyable from a manufacturer, and meet certain ASTM "consensus standards."

## Powerplant Developments Unveils Three-Cylinder, Liquid Cooled, Diesel Piston Engine For LSA Market

WEST SUSSEX, ENGLAND – Powerplant Developments, Limited (PPD) announced during EAA AirVenture-Oshkosh, July 24, that it is well into the development and certifi-

cation process for the new two-stroke, three-cylinder diesel "Gemini 100 Engine." The new lightweight, high-performance 100 horsepower diesel engine will initially be offered to the Light Sport Aircraft (LSA) market.

The Gemini Engine introduces a number of uncommon, yet proven,

**CONTINUED ON PAGE 62**

## Poberezny Attributes AirVenture Good Attendance To Good Weather & Great Attractions!

OSHKOSH, WIS. – Pleased with the content of EAA AirVenture 2007, July 23-29, EAA President and Convention Chairman, Tom Poberezny, said “After seeing the tremendous week of activity at EAA AirVenture 2007, I believe we can use the term ‘the best ever’ in describing this year’s event. The number of aviation innovations and introductions we saw at Oshkosh were unprecedented, and there was a very positive feeling among pilots and aviation enthusiasts. In addition, exhibitors throughout the grounds noted strong interest and, in some cases, record sales.”

Estimated attendance was 560,000, an increase of about 3.2 percent from 2006 (\*\*see special note below).

“Among the reasons for this year's



EAA President Tom Poberezny

attendance increase were a strong lineup of features and attractions, a large number of significant announcements within the aviation community, and good weather nearly every day of the event,” said Poberezny.

More than 10,000 aircraft arrived at Wittman Regional Airport and other airports in east-central Wisconsin.

There was a total of 2,647 show-planes, which includes 985 homebuilt aircraft, 1,014 vintage airplanes, 365 warbirds, 136 ultralights, 117 seaplanes, and 30 rotorcraft.

There were 784 commercial exhibitors, and 1,700 international visitors from 60 nations. (NOTE: This total includes only non-U.S. visitors who registered at the International Visitors Tent, so the actual international contingent is undoubtedly larger.)

There were an estimated 38,000 campers. (Camp Scholler drive-in camping area), and 887 media representatives on-site, from six continents.



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## EAA AirVenture - OSHKOSH

What's ahead in 2008?

"We are already planning for EAA AirVenture 2008, and are looking forward to another outstanding fly-in next year," said Poberezny. "EAA is also developing an overall site plan to better serve EAA members, other visitors, exhibitors and others. We expect to have further details over the next year and begin this multi-year evolution following AirVenture 2008."

EAA AirVenture 2008 will be held July 28-August 3.

**\*\*Special note:** During a detailed review of prior years' attendance calculations, EAA discovered a segment of attendees that had been counted in two categories. That led to a revised 2006 attendance figure of approximately 545,000. □

Dave Weiman



Brad Miller (left), Service Manager at Gulf Coast Avionics, Lakeland, Fla., is congratulated by Gulf Coast Avionics President Rick Garcia (right), for being with the company for 20 years. Garcia presented Miller with an anniversary cake at EAA AirVenture-Oshkosh 2007.



Dave Weiman

MN Aviation, Inc., specialists in accelerated flight training in Albert Lea, Minn., was represented at EAA AirVenture-Oshkosh 2007 by instructors (L/R) Bryce Nelson, Tina Martinson, and Darren Schone. Mike Nevins is president.



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Dave Weiman

NASCAR driver and Mooney "Acclaim" owner, Matt Kenseth of Cambridge, Wis., made a special appearance at EAA AirVenture-Oshkosh 2007. Here, a young race fan and future pilot thanks Kenseth for his autograph.



Dave Weiman

Mike Travers (center) of Travers & Associates Insurance, St. Louis, Mo., with assistants Kayla Thayer (left) of Neenah, Wis., and Emily Quandt (right) of Oshkosh, Wis. Travers & Associates was among the 784 commercial exhibitors at EAA AirVenture-Oshkosh 2007.

## NASCAR Driver Matt Kenseth Returns To Wisconsin For EAA

OSHKOSH, WIS. – Mooney Airplane Company hosted NASCAR driver Matt Kenseth for an autograph and photo session at its EAA AirVenture exhibit on July 25. The popular racer flies his distinctive red and black Mooney Acclaim to race venues from his current home in Mooresville, North Carolina, but he is a native of nearby Cambridge, Wisconsin. He signed the purchase agreement for his Acclaim at EAA AirVenture 2006.

Kenseth has won twice this season – in February at the Stater Bros. 300 at the California Speedway, and in April at the O'Reilly 300 at the Texas Motor Speedway. He currently ranked third in the overall NEXTEL Cup standings. Kenseth is a licensed private pilot with multi-engine and instrument ratings. □

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**2003 Diamond DA40** - Perfect! One owner, 485 TT, NDH, always hangared, custom paint, dual 430s, 2-bladed Hartzell prop, front speed fairing, E-Z heat, May annual. .... **\$172,500**



**2005 Cirrus SR22-GTS** - Only 175 TT! Full year warranty remaining! Platinum engine, STEC-55X, TAWS, traffic, CMAX, de-ice, XM weather, Tanis heater. This one has it all plus a \$3500 fuel card and 4 Bose headsets all for just .... **\$397,500!**



**1969 Piper Arrow 200** - Beautiful 140-kt. LoPresti Speedster! Extensive mods, beautiful paint, leather interior, King digital, strikefinder, much more! 5150 TT, 495 SMOH. .... **\$74,950**



**1979 Piper Seneca II** - Color radar & stormscope, GPS, HSI, 3-bladed hot props, club, 135, 7150 TT, 1795/150 SMOH. .... **\$149,950**

**1998 Cessna 182S** ..... **SOLD**

**1979 Cessna 310R** ..... **SOLD**

**1968 Piper Cherokee 140/160** ..... **SOLD**

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Bob Richards' Pitts S1S parked next to a miniature Pitts.



Airshow performer, Bob Richards.



750 pancake breakfasts were served.

## Max Conrad Fly-In/Drive-In Breakfast & Airshow

WINONA, MINN. – Whenever a fly-in advertises that it is a fly-in/drive-in, you know that it will be a go, regardless of weather. Rain dates, while a good investment in time, seem to be a thing of the past.

The 24<sup>th</sup> Annual Max Conrad Fly-In/Drive-In Airshow & Breakfast, July 4, started a little slow with a low ceiling allowing for only instrument flight conditions until just prior to the scheduled airshow at 10:30 a.m. It was as if the skies cleared to say, "let the airshow begin!" But not even a few clouds could hide the beauty of

the Mississippi River valley and its magnificent bluffs – reason enough to visit the airport.

Some 750 breakfasts were served and hundreds of people stayed to enjoy the free airshow performed by Dr. Bill Blank in his Super Decathlon, and Bob Richards in his Pitts S1S. Dr. Blank has performed in every one of the 24 annual airshows in Winona. Featuring a Super small Decathlon was Jim Vogel of the Winona Radio Control Modelers.

A military Beech King Air flew in from Fort McCoy, Wis., by Winona native, Captain Scott Morcomb.

Event organizers, George Bolon, and Kathy and Steve Buswell, again

this year wanted the public to be more aware of how aviation supports vast groups of people in every-day life by bridging the gap between time and distance. Dr. Bolon, a professor at Winona State University and President of WinAir, emceed the show.

Winona State University (WSU) and Minnesota South East Technical College both play a major role in the annual event by supplying tables and chairs, and the on-airport location for the breakfast. WinAir provides logistical support for the event. Digicom, Inc. of Winona provided the audio system for public safety announcements, and dozens of volunteers marshaled in aircraft and flipped pancakes. □

**LSA POWERPLANTS FROM PAGE 56**  
engine features to the aviation industry. For example, it has a unique two half-crankshaft, two-pistons-per-cylinder design, which is why it earned the 'Gemini' name. This design eliminates the need for a camshaft, valve gear and cylinder head joints – three main causes of unreliability and high

maintenance costs of older-generation piston engines.

"The elegant and simple design of the Gemini Engine allows significant weight and cost savings," said Derek Graham, PPD Chairman and Co-Founder. "For example, the typical installed weight of the 100 horsepower Gemini 100 is less than 166 pounds

(75.5 kg), which is about 34 pounds (15.42 kg) less than that of a 100 horsepower Continental O-200.

Opposed-piston, two-stroke diesel aircraft engines have been around since 1932. It was originally introduced by Junkers when they developed their six-cylinder, 12-piston, 867 horsepower Jumo 205 engine. □




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