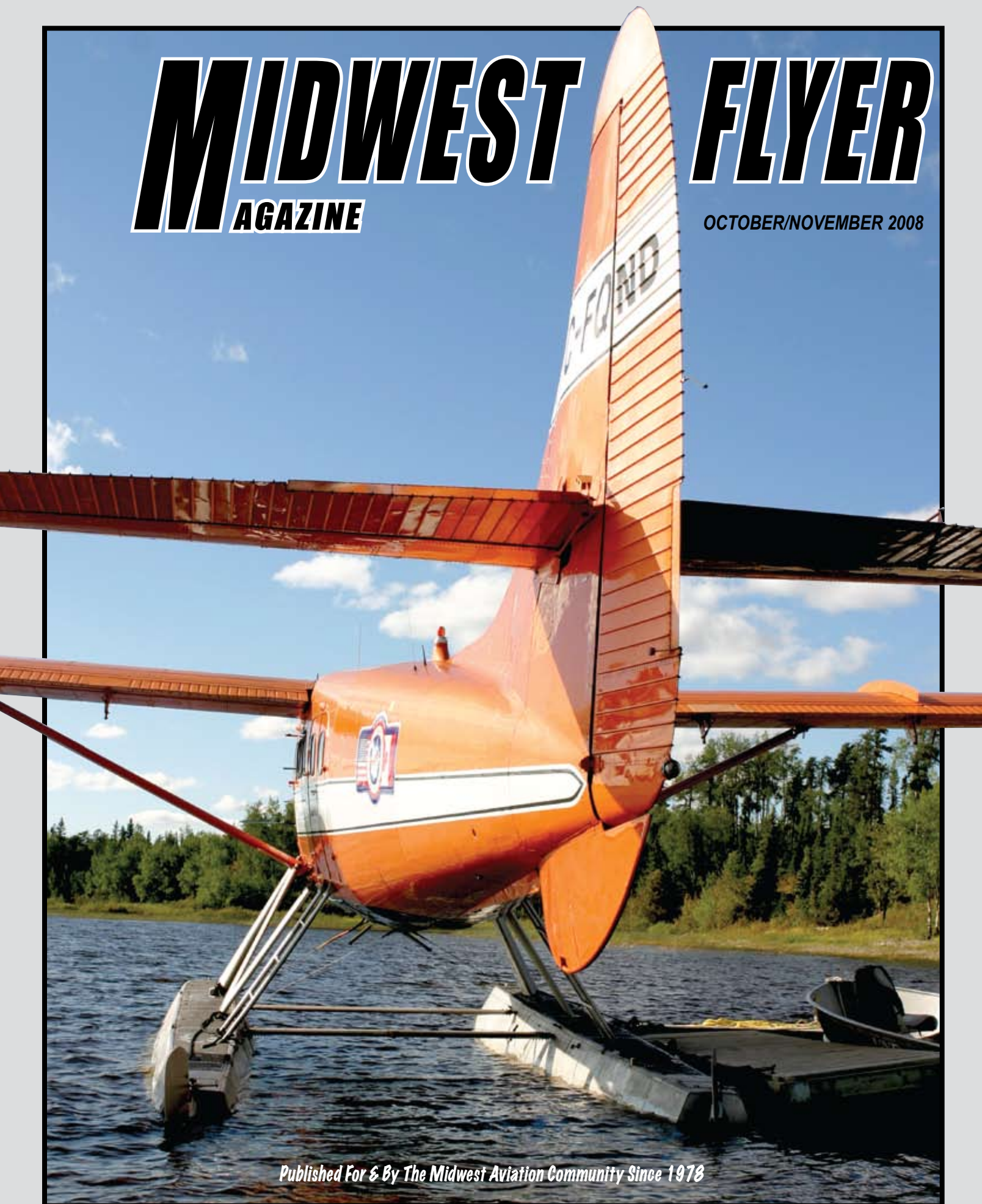


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**ON THE COVER:** Fifty-one years old and still flying! The 1957 de Havilland Otter at Miminiska Lodge, Lake Miminiska, Ontario. Complete story on the "Midwest Flyer Canadian Fishing Fly-Out" beginning on page 6.  
*Photo by Dave Weiman*

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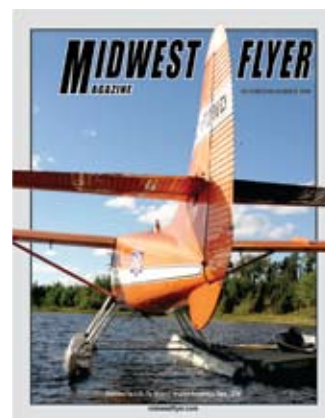
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## Dialogue

### Getting The Most Out Of Your Airplane

by Dave Weiman

**W**hether you use your

airplane for business, pleasure or both, you need to fly to get the most out of it. And the more you fly, the lower your operating costs will be per hour.

In this issue, there are articles on EAA AirVenture, AOPA Expo, the Midwest Flyer Canadian Fishing Fly-Out, National Championship Air Races, and Air Race Classic.

Participating in these events and others which are away from your home base gives you an opportunity to use your airplane and exercise your piloting skills.



Regardless of the type of aircraft you own or fly, there's no excuse for not taking a long cross-country flight.

Several years ago some pilots I know flew their ultralights from Madison, Wisconsin to Sun 'n Fun in Lakeland, Florida. They made a lot of fuel stops along the way, but in three days, they arrived. Just imagine the experience of flying low and slow that far. While flying an ultralight 1,000 miles or more may not appeal to all pilots, certainly flying most conventional fixed-wing aircraft on an extended cross-country can be very enjoyable.

EAA AirVenture is behind us for 2008, but AOPA Expo is coming up, November 6-8 in San Jose, Calif. This event would be a perfect opportunity for you to fly cross-country and gain valuable mountain flying experience.

As with any long distance cross-country, you will need to plan the flight, and flying through the Rocky Mountains requires even greater planning and skill. A good place to start planning is at the AOPA Air Safety Foundation website

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

Learn more about the challenges of high-density-altitude operations, flight planning and performance considerations, mountain weather, and more by taking AOPA's online interactive course.

Go to the website, then click "Air Safety Foundation Safety Subjects" in the lefthand column. There you will see a list of topics including "Mountain Flying." The course will take between 45-60 minutes to complete.

Additional assistance should be sought by flight instructors who have experience in mountain flying, but flying to the West Coast is very doable in most GA aircraft.

In 2009, consider flying to Sun 'n Fun in Lakeland, Fla., April 21-26 ([www.sun-n-fun.org](http://www.sun-n-fun.org)), and joining us on the "Midwest Flyer Canadian Fishing Fly-Out To Miminiska Lodge" in Ontario, August 19-23. If you have never flown in Canada, we will help simplify the trip for you. (See article beginning on page 6.) Regardless of where you go, the main thing is don't let your airplane become a hangar queen. *Go flying!* □



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# Pilots Experience Flying In Canadian Wilderness On Midwest Flyer Fishing Fly-Out



One by one, pilots participating in the "Midwest Flyer Canadian Fishing Fly-out" landed at Miminiska Lodge after a 600-mile flight from southern Wisconsin.

*Photos by Dave Maliszewski.*

*by Dave Weiman*

**T**o stand next to the runway and watch all six planes land safely, and see the smiles on the faces of the pilots, most of who have never before flown across Canadian wilderness, was personally rewarding. The second annual fly-out to Miminiska Lodge, August 20-24, was an opportunity to share my experience flying in Canada over the past two decades. It made the trip more enjoyable and educational for all, and nearly winkle free.

The night before our departure, August 19, my passenger for the past three years, Dick Doerfer of Verona, Wis., and I drove to Middleton Municipal Airport-Morey Field (C29), Middleton, Wis., to load the plane so all we would need to do the next morning was preflight and go! As it turned out, we would have had plenty

of time to load the airplane the next day, as fog blanketed the region, and five of the six airplanes in our group opted to wait until the fog burned off later that morning before departing.

When we took off at 10:30 am, low-level clouds were breaking up around Middleton, and fog continued towards the west and elsewhere in the area, but Grand Marais, Minnesota (KCKC), was reporting clear skies, and that was our first stop. A tailwind out of the southeast helped us get back on schedule.

Our route took us northwest direct to Duluth, then northeast up the North Shore to Grand Marais. Once we got 50 miles north of Duluth, we lost traffic advisories with Minneapolis Center, and about 30 miles from Grand Marais, we lost radio contact, and had to close our flight plan with Princeton Flight Service upon landing.

In support of the fly-out, Rodney Roy of Roy Aero Services, hosted a barbecue luncheon for the group. After topping off our tanks, we filed our flight plans with Princeton Flight Service to Thunder Bay, Ontario (CYQT), a scant 52 nm northeast, where we cleared Canadian Customs. We continued to have a good tailwind to Thunder Bay, and all the way to Miminiska Lodge, 196 nm further north.

The night before our departure, I contacted Canadian Customs with our ETA into Thunder Bay using 1-888-CAN-PASS (226-7277), and when we were delayed due to fog, I called them back to give them a revised ETA. (You can call CANPASS up to 48 hours in advance, but no later than 2 hours prior to your ETA, and update your ETA as needed thereafter. U.S. Customs requires a minimum of 1 hour advance notice, and both





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(OPPOSING PAGE PHOTOS, L/R, TOP/BOTTOM): 1) A 1957 de Havilland Otter at Miminiska Lodge, Ontario. 2) Twin Falls on the Keeseehik River. 3) Pat O'Malley, owner of "Pat O'Malley's Jet Room Restaurant" in Madison, Wis. 4) Pilots and their guests seen on the lake, following dinner in the lodge, and enjoying shore lunch. 5) Dave Maliszewski of McFarland, Wis. with a trophy Northern Pike. 6) Pat O'Malley with his catch of Walleyes. 7) Pilots pack up to head home.

### CANADIAN FLY-OUT CONTINUED

countries will allow a 15-minute window, plus or minus, to your ETA.)

Usually there is no problem contacting Princeton Flight Service by radio in the air or on the ground, but due to a recent change in which all radio transmissions to Princeton are handled through Ft. Worth, Texas, no one responded on 122.3. Fortunately, Green Bay FSS picked up our call when we went to activate our flight plan, but others in our group had to call Grand Marais Unicom after departure and the airport relayed messages by telephone. We not only needed to activate our flight plans, but also obtain a transponder code to cross the U.S. and Canadian border. Since Minneapolis Center cannot be reached at low altitudes in this region, Flight Service must call Center and get transponder codes by telephone. Once assigned a transponder code, you must cross the border within 1 hour, which is very doable, so long as you keep moving. The FAA also requires that the pilot is in communication with either Air Traffic Control or Flight Service when crossing the border, which can be challenging under such circumstances. As a last resort, we could contact Thunder Bay Approach. Once over the border, VFR aircraft are required to change their transponder code to squawk 1200.

I was flying a Cessna 182 Skylane. Other aircraft in our group included Bill and his friend, Jim, in another Skylane; Larry and his passenger, John, in a Cessna 172 Skyhawk; David and his brother, Brian, and brother-in-law, Brian, in a Cessna 210 Centurion; Phil and his son, Mark, in Phil's Piper Archer, and Pat and his copilot, John, in Pat's Cherokee 180. A Piper Seneca joined our group a day later, making seven the total number of aircraft participating in the fly-out this year.

Upon our arrival at Thunder Bay, Ontario (CYQT), we were instructed by Ground Control to taxi to the general aviation ramp to clear Canadian Customs. If a Customs officer doesn't meet the aircraft, the pilot-in-command can leave the aircraft to call 1-888-CAN-PASS to obtain a "visitor number." In the 20 years I have been flying to Canada, Canadian Customs officers have only met our aircraft twice – once in Winnipeg, Manitoba, and once at Kenora, Ontario. You are required to retain your assigned visitor number until you are back in the United States.

At Grand Marais and Thunder Bay, it was great to finally meet all of the pilots who I had been emailing and speaking with over the telephone for the past several months, and to meet their passengers for the first time. The weather was excellent and the enthusiasm was high.

After clearing Customs, topping off our tanks one last time, filing our flight plans, and answering a few last minute questions, we took off from Thunder Bay for the 196 nm flight to Miminiska Lodge. I also called the lodge with our ETA as an added safety measure, but also to give the head chef a heads up that we would not be late for dinner! Miminiska Lodge is an all-inclusive lodge, so meals are prepared for you, and housekeeping is provided.

Departing towards the northeast, we saw majestic Mount McKay (a mafic sill formed 11 million years ago by the mid-continent rift system) towering the city at 1585 feet MSL east of Thunder Bay, and soon found ourselves in "the middle of nowhere!"

It is no-man's land, but thanks to the gift of flight, those of us who fly and ride in small aircraft get to experience it from a unique and safe vantage point.

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July 1	August - September
September 1	October - November

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### CANADIAN FLY-OUT CONTINUED

It's interesting seeing the logging roads, and where the winter roads begin and seemingly end at the shores of lakes. But looking around, you sense that man has not step foot on most of the ground beneath you, which adds to the mystique of the Canadian wilderness.

We received traffic advisories from Thunder Bay Departure for the first 50 miles, and from there on, we were on our own. Thanks to GPS technology, navigation nowadays is a breeze, but you still need to following along on the sectional. Distinct landmarks en route, especially predominate bodies of water, help one's dead reckoning.

About 65 nm northeast of Thunder Bay is Lake Nipigon... a very large body of water. Our route took us just west of the lake for 56 miles to Armstrong Airport (CYYW). Once over Armstrong, we only had 80 nm to go before reaching Miminiska Lodge.

We kept in radio contact with one another on 122.75 and gave position

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## CANADIAN FLY-OUT CONTINUED

reports about every 50 miles. As each pilot reported in, I noted the time and position of each aircraft in the event of an emergency. We also monitored 126.7 to get pilot reports en route.

The entire route of flight from Thunder Bay to Miminiska is on the Thunder Bay VFR sectional chart, but we also carried on board adjoining aeronautical charts, such as Big Trout Lake, Winnipeg, Flin Flon and Sault Ste Marie, had we needed to divert. I recommended that the pilots highlight every airport along their course on the sectional. Fortunately, the weather cooperated and we were able to stay on course both ways.

Also included in my flight bag is a copy of the "Canadian Flight Supplement," which besides being a nationwide airport directory, contains a lot of information in general about Canadian flight procedures, emergency procedures, and search and rescue procedures.

Pilots should always carry survival gear and a first aid kit on board their aircraft, and it is recommended that pilots read the book on first aid procedures and survival techniques before they leave on a trip. In fact when you file a flight plan with Winnipeg FSS, the specialist will ask you what you have on board for survival equipment. Write everything down in advance as part of your preflight checklist.

According to Canadian Air Regulations (CAR) 602.61, when operating in the sparsely settled area north of 52 degrees, you will need equipment sufficient to provide the means for starting a fire, making a shelter, purifying water, and visually signaling distress. Food is not required, but I have always thought it was a good idea to bring some high-energy food along. Floatation devices, such as life vests or cushions, are also encouraged in the event of a water landing. Refer to the AOPA Air Safety

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Foundation ([www.aopa.org/asf](http://www.aopa.org/asf)) and the Federal Aviation Administration ([www.faa.gov](http://www.faa.gov)) for specific emergency landing procedures and information.

Canada's search and rescue procedures and personnel are among the best, and thanks to emergency locator transmitters (ELTs), Canada's flight plan and notification requirements and procedures, and pilots monitoring common frequencies, if an aircraft goes down, the pilot and passengers will likely be picked up and back in civilization within 24 hours.

As we approached Miminiska, I requested that the pilot of the first plane to land to radio to the next plane as soon as his aircraft was parked and the runway was clear. Lodge manager and chief pilot, Fred White, was on hand to greet and assist us in parking our planes.

For the remaining 30 miles, I throttled back a bit and watched Phil fly his Piper Archer a few miles ahead of us, wishing I had a digital recorder mounted somewhere on my plane recording his flight. It was a sight to behold with the Archer gracing the wilderness background of lakes and forests. As Phil descended from 5500 feet MSL, so would I, as did each plane behind us. The second best perspective of our approach would be from the ground, looking upwards, as each plane passed in succession.

Once all six planes were safely on the ground, I had a great sense of relief and satisfaction knowing that all pilots had properly planned and executed their flight plans.

We securely tied down our aircraft, and loaded our gear on a cart, which was towed behind an ATV, then walked about a block to the main lodge where we used a satellite telephone to call Winnipeg FSS to cancel our flight plans.

Included in the Canadian flight plan form is a section to note time en route or "estimated elapse time," and a section to note how much time to allow before Canadian Air Transport initiates search and rescue, referred

to on the flight plan as "SAR Time." It is always good to allow ample time to cancel your flight plan, but not so much time that you delay search and rescue in the event you really need it. The key is to remember to close your flight plan, and to have access to good communications at your destination. Otherwise, it is probably best to notify your destination airport of your ETA, rather than file a flight plan, which is permitted in Canada. Refer to the Canadian Flight Supplement for additional information.

Miminiska Lodge is one of few Canadian lodges that has its own airstrip (CPS5). The airstrip has a grass runway (9/27), which is 50 feet wide by 2400 feet long. It handled the singles and light twin in our group just fine. Most remote airstrips in Canada are made of compacted gravel, and you have to be careful not to nick your propeller. So seeing "green turf" was good!

Alan and Krista Cheeseman own Wilderness North, which includes Miminiska and four other lodges and 10 outposts in northern Ontario. Only Miminiska Lodge has an airstrip, which to us pilots, is our passport to adventure! All of the other lodges depend on floatplanes to transport guests. A Pilatus single-engine turboprop aircraft on wheels is also used to fly guests from Thunder Bay to Miminiska Lodge.

Among Wilderness North's aircraft are three turbine de Havilland Otters on straight floats (one of which is based at Miminiska Lodge), a Beaver also on straight floats, as well as several cargo aircraft and corporate jets used to shuttle people and supplies.

Miminiska Lodge has an assortment of rustic, yet modern log and cedar sided cabins of varying sizes, as well as rooms immediately adjoining the main lodge. After settling into our cabins, we all got together in the main lodge for refreshments and dinner, followed by beverages on the deck outside, overlooking beautiful Lake

Miminiska. You know you have reached tranquility when you are away from the hustle and bustle of civilization, watching the sun set over crystal clear lakes and green forests and hear the call of a Loon!

A pool table and satellite television were among the recreational amenities available to guests, but most preferred to fish after the evening meal, or socialize. Our group meshed very well together, and the common denominators seemed to be flying, farming, and business.

Everyone was more than pleased with the great abundance of fish, both in Walleyes and Northerns, with many trophy size fish caught and released as part of Canada's good sportsman policy. The largest fish taken was a 37-inch Northern Pike by David Maliszewski of McFarland, Wis. Pat O'Malley of Sauk City, Wis., caught the largest Walleye at 21 inches. Besides the fish we ate each day for shore lunch, each of us were allowed to take home two Walleyes and two Northerns to share with our families.

Probably the most popular lures for Walleyes were yellow, white and tan double tailed twisters or swirl tails on the end of a yellow jig with a black Berkley "Gulp." Live minnows work well, too. For Northerns, most used weedless Dare Devils.

There are a lot of interesting fishing spots on Lake Miminiska, but the "Walleye Mine" is definitely one of my favorites. The lodge provides guests with a map showing where the best fishing spots are, and guide service is available. The lodge had new boats and motors, a new dock, and staff to assist us when we launched in the morning and returned in the afternoon. All fish cleaning was left to the experts at the lodge. When we docked at 5:00 pm, our work was finished, unless we went out in the evening.

The weather was picture perfect all but the third day of the trip when winds picked up to 50 knots out of the

**CONTINUED ON PAGE 23**

## Race Across America – The Chronicles of Classic Six

by Karen Workman



(L/R) Judy Snow and Karen Workman with their Cherokee 140 in Bozeman, Montana.

**W**hat kind of a woman flies in an air race? Especially a four-day air race across the country?

Me? I'm not a brave person. Spiders scare me, so do people with unusual body piercing. I even can't watch high-diving without cringing.

But I've got this competitive streak which surfaces when I least expect it and sometimes it gets the best of me.

A small fire inside was lit when I first heard of the annual all-women's transcontinental "Air Race Classic," June 24-27, from Bozeman, Montana (BZN) to Mansfield, Massachusetts (1B9). The race challenged me to do something totally outside my comfort zone. I was intrigued. It took three years for me to find the courage to throw my name in the hat.

Once I made the decision to enter the air race, the first challenge I faced was finding a partner. The Air Race Classic was for women only and required two pilots in the plane. I knew several men who'd sell their dog for a chance to fly the race with me, but I couldn't find even one woman in the state of Minnesota or the three states surrounding it. The race organizers dealt with that problem frequently and helped match up partners.

I was introduced by e-mail to Judy, a pilot in Massachusetts. She

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had a plane we could use, and I had an instrument rating. Between us, two important race requirements were met. Although we had never met, we had a lot in common. We thought we'd make a good team and decided to go for it.

Communicating through e-mail and phone calls, we completed our entry forms before the end of January. We were committing to flying 2,000 miles across country we'd never seen before, with a partner we didn't know. Yikes! Someday, I thought, my alligator mouth would get my hummingbird butt into trouble. A few weeks after submitting our entry form, we were assigned the number "Six" for our plane, a Cherokee 140, and received the team name, "Classic Six." We were officially in the race and would prepare for one of the biggest adventures of our lives.

### Getting There

The first time my race partner and I flew together was six months later, in June. We spent four days flying from her home near Boston, Massachusetts to the race start in Bozeman, Montana in her Cherokee. We alternated flying and navigating duties with each leg as we found our way across the country. We had a blast; two chicks wandering the skies on vacation. We learned that we worked well together, too, which would be important in a busy race environment. We overlooked clues, though, that our little plane might not be as giddy about the journey as we

were. We had the dang thing in three different maintenance shops before the race even started, once to repair the right seat, and twice to make electrical repairs when the engine wouldn't start.

We reached Bozeman on a clear, blue Friday afternoon. Seeing that airport laid out in front of me as we came over the pass was awesome. We did it! Classic Six had arrived. Landing at BZN was the first of many such incredible "YAHOO!!" moments ahead of us in the coming days.

After landing, I taxied to Classic Six's assigned spot in a special impound lot for the race planes. There were 33 single-engine airplanes entered in the race. Most were Cessna Skyhawks or Skylanes, but there were others, such as a Bonanza, Mooney, Grumman Tiger, Navion, Cirrus, Piper Cherokees and Archers. Many had already arrived... the rest would trickle in by noon the next day.

There were people everywhere in that corner of the airport. Still a little fuzzy from the seven hours we'd flown that day, we found the race registration desk and checked in. I was thrilled to finally meet a couple ladies who had helped me as I planned for the race, including our team's "mama bird," an experienced racer who was assigned to guide "baby birds" like Judy and me as we prepared for our first air race. Through all the commotion, a group of us gathered up, crammed into a rental car and went into town for lunch, laughing and talking the entire time. The whirlwind

of the race had begun. The pace never slowed from that moment on.

### Trouble Already

That was Friday afternoon. On Friday evening, I came back to our shared hotel room to find my partner in tears. While I was out washing a load of laundry, she was informed that we may be disqualified from the race. We'd had trouble with our transponder on the way out, but didn't consider it a critical problem. Judy was told that the pre-race inspection was very thorough and all equipment on board had to be in good working order. If the plane did not pass its pre-race inspection, it would be disqualified. After all the preparation, planning and anxiety we had been through over the past six months, as well as the week of flying to get there, we might not be able to race. We were devastated.

We wouldn't know until the next day whether or not we would be disqualified. We didn't have time to find an avionics shop. We did the only thing we could think to do, then: complete our flight plan.

Saturday morning dawned gloriously. Most of the pilots at the airport were bustling around in high spirits, but I was tense, not knowing if "Classic Six" would be in the race. Since there was still a possibility that we would race, we had the plane washed by a group of local Girl Scouts. We applied our number "6" decals on the cowling and under the wings, and applied the logo decals of our most generous sponsors on the door and fuselage with a smile, even though I was sweating like a roofer by early afternoon.

The mechanic waved Judy over. It was time to perform the pre-race inspection and we would find out whether or not we would be in the race.

I held my breath for most of the hour while the plane was in the hangar. Somehow, I survived without losing consciousness. And the plane PASSED INSPECTION. The

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*Tom & Renee Watry*



announcement was another YAHOO!! moment: we really would be in the race! The world was suddenly brighter.

### **Race Day**

Tuesday morning of Race Day arrived much too soon. The days prior had been filled with briefings, social events and last minute preparation. Some of the pilots had raced before, but almost half of us had not. I could not guess how many of us slept well Monday night, though the energy field around everyone on race day was almost visible.

Take-off was scheduled for 0800. The 33 single-engine airplanes with large, black race numbers on their cowlings were lined up neatly, wing to wing, silently waiting for their jockeys. The snow capped mountains in the background made for a memorable sight. By 0730, all the racers were at their planes removing tie down ropes, performing very thorough preflight inspections, going over everything one last time. The racers all dressed as teams, some with brightly colored matching tee shirts; some with matching polo shirts with their sponsor's logo on them. One team of experienced racers wore nice denim skirts with pretty flowered blouses for the first day of the race. They ranged in age from 19 to 90, and all were clearly excited about the adventure ahead of them.

There were several volunteers in bright red tee shirts and baseball caps scurrying around, helping wherever they could. There were newspaper reporters and photographers, too, and a TV crew complete with the huge camera and beautiful-person-with-perfect-hair interviewing race officials. There were also many well-wishers who came to the airport to see us off, camped in their folding chairs along the pavement, smiling and waving. Included among the well-wishers was the mayor of Bozeman. We were honored. I was surprised that our race seemed to be as important to

all these people as it was to me. We were happy to share the excitement.

The airplanes were pulled into a slightly angled position off the grass by red-shirted volunteers. We were formed into groups of four to six planes that would act as a unit. Classic Six was in the first unit to depart. At 0820, we were given the signal and Classic One started her engine, then Classic Two started hers and on down the line. As soon as we had the current ATIS, we signaled with a thumbs up to the team on our left that we were ready. When the thumbs up signal reached Classic One, she contacted Ground Control to announce the unit was ready to taxi for departure. When taxi clearance was received, Classic One led the unit to the run-up area.

The excitement and pride we felt was almost overwhelming as we taxied past all of the other race planes and spectators waving enthusiastically, being among the first to depart on a four-day odyssey across the country. Like managing a horse anxious to reach the race track, we had a hard time slowing the planes as we taxied. Upon reaching the run-up area, the six planes lined up beside each other to perform their engine checks. When Classic One completed its run-ups, its pilots contacted Tower to announce their readiness and were cleared for take off. The take-offs were completed quickly, with the next plane cleared as soon as the previous plane's wheels were off the runway. Putting in the power after confirming, "Classic Six, cleared for take off on one two," was another one of those incredible "YAHOO!" moments. We were on our way!

### **Flying The Race**

The first thing we did was to get lost. Judy and I swore we'd never tell a soul, but when we heard that several other racers did the same thing, it didn't seem so awful. Embarrassing, yes, but a good learning experience. Many of us from flat parts of the country haven't ever flown in

mountainous terrain. Spotting a mountain pass is more difficult than you'd think when there are so many peaks and ridges like those surrounding the Bozeman valley. We were briefed by a local pilot to depart the area by flying south of the large white "M" engraved on the mountain, but turn east before the cell towers, then we would see the saddle in the mountains where we could cross at the lowest possible altitude. The elevation would fall from that point eastward and we could continue on course. But somehow, following those instructions, we ended up approaching a saddle ridge that we could not climb above with our 140 horsepower engine on that hot morning. Realizing that we were in the wrong place, we executed a 45-degree climbing turn and quickly got out of there. We still didn't know exactly where we were, but did eventually confirm some visual landmarks that we used to get into Bozeman. We stumbled out of the valley with just a little loss of dignity.

Once we were on course and at altitude, we made a ground speed of 145 knots, a number I never saw on the GPS during our flight to Bozeman. The handicap speed for our Cherokee 140 was 100.8 knots. If we hadn't wasted so much time wandering around in the mountains, we would have made incredible time on that leg of the race.

### **Race + Cherokee = Oxymoron?**

Even flying at full throttle, it took about three hours to go from Bozeman to Miles City, Montana after our little excursion. It doesn't seem so much like "racing" when there aren't any competitors near you. The landscape changed ever so slowly as the mountains became plains. Still, the crystal blue skies kept our spirits high. Approaching Miles City, the first required checkpoint in the race, the excitement kicked back in.

We had some anxiety about how the approach and landing would go. We would do our first fly-by ever as

a team. My partner was flying that leg so her eyes would be outside the plane while flying fast and low for the timing fly-by, and I would be paying more attention to the instruments inside, watching especially the altimeter, tachometer and engine temperature gauge. We were told that the first airport would be the busiest, too, since the racers would not have had much time to gain separation. Many of the 33 race airplanes would be there at the same time in addition to any other traffic that didn't see the NOTAMS.

We reviewed the fly-by procedure when we were 25 miles out, and announced our position when 10 miles out: "Miles City, Classic Six, 10 miles out for fly-by to land," again at five miles and then at one mile, at which time we descended to 400 feet AGL and flew, still at full throttle, alongside Runway 30. The time for that leg would stop when we crossed the runway intersection, but we were to continue at 400 feet until reaching the end of the runway, then climb to pattern altitude of 3428 MSL, turn left and enter a downwind for the landing runway in use. Even in a Cherokee 140, that was quite a thrill. My partner, a rather reserved New Englander, loudly exclaimed, "Yee Haw!!" as she completed the fly-by and pulled up to pattern altitude. Yup, another "YAHOO!!" moment on this journey.

The airport was crowded with airplanes and people when we landed. According to AirNav.com, Miles City sees approximately 30 operations a day, but it's my guess that they don't all occur within a two-hour window.

To say the airport was overwhelmed would be an understatement. The sweet man running the fuel truck from plane to plane surely had his patience tested as 60 women, all in "race mode," frantically told him that their plane was next to be fueled. "Never mind what those other pilots told you!"

While waiting for our turn to be fueled, we walked across the hot ramp into the small, air conditioned FBO where several large boxes with sweet sticky donuts were laid out for us. It was fun to meet up with the women with whom we had spent so much time over the past weekend. But after the sincere, "Glad you made it!" greetings, there didn't seem to be much to say. The experienced racers were tight-lipped about revealing any strategy they might use for the race, whether it was their altitude, route, or whatever, and of course, Judy and I weren't talking about the sightseeing we did out of Bozeman. We all just smiled at each other and ate our donuts.

After completing our business in Miles City, Judy and I traded duties and it was my turn to fly. We departed Runway 22, climbed to 400 feet AGL and lined up with the fly-by course alongside Runway 30, maintaining full power. The timing for this leg started at the same point it ended when we arrived. Upon reaching the end of Runway 30, I climbed and turned on course.

Three hours later, we did our fly-by and landed at Aberdeen, South Dakota. All of the legs in the race were about equal distance, so all of them would be about three hours of flying for Classic Six. Our slow little

plane was getting behind the pack by now; very few planes were in the air when we arrived. The tarmac was busy with people and planes though; a real party atmosphere, like a good summer airshow. The nice folks at Aberdeen had fresh cold cut sandwiches and ice-cold soft drinks in the cool lobby for us; a much appreciated and quickly devoured lunch.

The weather computers were getting a workout as pilots leaned over other pilots' shoulders to see. It wasn't a clear go/no-go decision with a forecast possibility of isolated thunderstorms. Most of the racers opted to stay the night in Aberdeen, at America's first Super 8 Hotel, no less. Judy and I combined the briefer's forecast with the Canadian method ("Open yer eyes, ay?," according to a bush pilot I know) and decided to push on to the next airport, Mason City, Iowa.

Foiled again: the fuel truck ran out of fuel before filling our plane. We spent another hour waiting for the truck to get refueled and catch up on the other planes before getting to ours. We finally got our load of 100LL and took off, did our departure fly-by and headed southeast. The scattered cumulus clouds had lifted and the mid afternoon turbulence subsided. It was quite a pleasant flight. We had gotten used to flying at full power and the mystery of the fly-bys had been solved, so by the time we reached Mason City, Iowa, we felt like experienced air racers.

We found some other racers in the hotel restaurant that evening. Almost a dozen of us sang Happy Birthday to my new friend Terry. We spent several hours there laughing, talking, and celebrating both Terry's birthday and the simple fact that we made it through the first day of our air race.

### A Fix And A Break

The transponder issue was still hanging over our heads. Our intermittent problem, which the

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mechanic was unable to detect during the pre-race inspection, must be in complete working order at the post race inspection or we would have been disqualified then and there. My partner made a few phone calls the next morning, Wednesday, and found an avionics shop in Mankato, Minnesota that would drop everything and work on the plane.

The visibility was really poor that morning and worse to the south along the race route to Decatur, Illinois. Mankato was 60 miles to the north, though, and in better weather conditions. The other dozen racers who had spent the night with us in Mason City were crowded in the FBO, most of them either at computers or on their cell phones, anxiously trying to determine when they would be able to continue the race. They watched suspiciously as we preflighted our plane and took off to the north.

Several hours later when we returned to Mason City with a sparkling new transponder part, there were only two race planes left at the airport. Everyone was able to clear out while we were having our Cherokee fixed. Even those who had spent the night in Aberdeen had come and gone, leaving only those two teams. They both had their engines running and were ready to depart. A quick check of the weather while refueling and Classic Six was ready to go.

As I was settling myself in the left seat, Judy climbed in and whack! The right seat back laid all the way back to the seat behind it. The latching bolt had sheared right off. We made a quick fix and were off!

### **Day Two: One Leg**

The afternoon flight southeast from Mason City, Iowa to Decatur, Illinois was spent mostly above scattered white clouds with excellent visibility. Our procedures at Decatur would be slightly different than the others since it was the only towered airport on the route. The timing fly-by was standard, this one 300 feet AGL

along and beside Runway 30, but the tower would direct us once we passed the timing line. I made my "fly-by to land" calls at 10 and 5 miles, but when we were one and a half miles from the airport, screaming in as fast as a Cherokee 140 will scream, the tower asked me to make a 360 degree turn to the left for spacing to allow an inbound jet to land. Grrrrr! I wanted to shoot back, "I'm on the clock here!" but instead confirmed that I would comply. That hurt our time.

Since we had such a late departure from Mason City, it was about 5:30 p.m. when we landed at Decatur. There were only three other race planes there, and one of them departed while we were refueling. After paying for the fuel and checking the weather, Judy and I decided we would be cutting it too close to make it to the next airport, Frankfort, Kentucky, before the official end of day. The race was strictly daylight VFR and the race officials published the precise time they considered start and end of day at each stop. Teams who were in the air outside of those times would be disqualified. We spent the night in Decatur. I was disappointed that we only flew one leg and were the trailing edge of the racers, but at least we had a dependable transponder and wouldn't get disqualified for that at the end of the race.

We had an aggressive plan to finish the final four legs on Thursday, so we set the alarm clocks for 0530. When the bells went off in the morning, the sky was dark, then bright, then

loud. We were in the middle of a thunderstorm, according to the Canadian method of weather analysis. Talking to the weather briefer and reviewing our favorite computer websites, we determined the storm would pass through quickly, then there would be a break before low overcast and rain moved in for the day. We packed our stuff, grabbed a quick breakfast and headed back to the airport. The other two teams that had stayed the night did the same thing and met us at the airport. We flew out at the first opportunity and slid through that window between the passing storm and inbound rain.

### **Hard Flying**

The flight between Decatur, Illinois and Frankfort, Kentucky was difficult. The air was thick with moisture making visibility poor, and it was worse because we were flying into the morning sun as we headed southeast. We confirmed we had the minimum 3 miles of visibility by estimating the number of runway lengths that would fit between us and the solid haze. A few hours of that was exhausting.

Most of the racers had spent the night in Frankfort. The skies were busy with departing planes when we arrived. On the heels of the hard flying we had done to get there, it took a lot of concentration to perform the fly-by at 200 feet AGL. It wasn't pretty as my partner became fixated and pushed the engine rpm's well



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beyond red line in the descent, busting the altitude by 50 feet. It wasn't until I raised my voice to a certain pitch that she broke free and corrected. She recovered nicely and landed without damage to anything but our nerves.

It was sticky hot on the ground. I almost kissed the man who greeted us with an ice-cold bottle of locally brewed root beer. I chugged most of it down before I realized how delicious the root beer was, then savored the rest of it. It was nice to pause for a summer treat like that in the middle of the crazy vacation I was having.

It was my turn to fly the next leg, from Frankfort, Ky. to Franklin, Pennsylvania. An extensive review of the weather told us we have to deal with clouds and rain, but we'd be able to reach Franklin before it got really bad. Visibility was poor and we were in hill country, so this was another difficult leg to fly. I called for "flight following" and when confirming our location, the controller informed me that we were 400 feet higher than the altimeter showed. He gave me the barometric pressure and it was the same as I had dialed in. Good grief, 400 feet off? Switching pages on the GPS confirmed it: our altimeter was whacked. We spent the rest of the flight frequently comparing the GPS to the plane's altimeter, making minor adjustments as needed.

### Serendipity

We finally caught up to the other racers when we landed at Franklin, Pennsylvania. Most of them had been milling restlessly around the airport all day, unable to fly because the ceiling and visibility was less than VFR minimums at Saratoga Springs, New York, our next stop. While my partner was anxious to move on, I

was actually pretty excited that we were stuck on the ground for awhile. I had read about the excellent Italian restaurant on the field at Franklin and hoped the timing would work that we could eat there. It was my lucky day!

My partner and I had a meal that was every bit as good as I'd hoped, then checked the weather again. The conditions were forecast to improve and a few of the racers took off, gambling that Saratoga Springs, N.Y. would be at least VFR minimums by the time they got there.

As much as we wanted the weather to improve, though, it never did. When we finally reached a time when the flight could not be completed before the official End of Day, I called a taxi to bring us to a hotel. We found out later that the racers who took off for Saratoga Springs lost their bet. They had to file IFR enroute and divert to another airport, thereby disqualifying themselves. Everyone admired their wisdom in choosing to admit defeat and stay safe.

A huge thunderstorm rolled through that night. The next day was Friday, the last day of the race, and the forecast wasn't good. It would be hard to find a few hours of VFR weather. Only two short legs needed to be completed by 5:00 p.m. though, so I remained optimistic. Not everyone was.

### Final Day

A van brought a load of us racers back to the airport Friday morning. The lobby, ramp and skies were already active with teams that had gotten up even earlier than we did. While unloading our bags, I heard the throaty rumble of a plane flying fast and low overhead. In the warm morning mist, I looked up and saw a Cessna 182RG doing its departure

fly-by, with an awesome contrail off the left wing. Others in the group were watching as well and we chattered about how cool it was. Then we saw that same plane on short final to land on the crosswind runway. The contrail we witnessed was 17 gallons of avgas being sucked out of the wing because the pilot had neglected to replace the fuel cap during her preflight. Fortunately, someone on the ground recognized the problem for what it was and radioed the crew, at which point they immediately turned back to land.

The weather gods were smiling on us. We had a few hours of acceptable weather to get to Saratoga Springs. We launched out of Franklin, Penn. as quickly as we could and headed northeast. The flight was much like the last one: low clouds and low visibility through the hills. We worked it though, paying close attention to the GPS and altimeter.

By the time we landed, we were behind the pack again. No surprise, since ours was the slowest plane in the race. We wanted to spend as little time as possible on the ground in Saratoga Springs. There was only a small window before the weather came down on us. Saratoga is a sprawling airport though, and the FBO was quite a hike from where the plane was parked. A courtesy car brought us up to the lobby where we did a quick check of the weather, then walked briskly back to the plane. We didn't have much time before we had to worry about thunderstorms developing.

The last leg of the race, Saratoga Springs, N.Y. to Mansfield, Massachusetts, was the shortest and it was the hardest. We had to stay under the clouds because the tops were too high, and visibility below the clouds was at absolute minimum. We were flying in the hills of upstate New York,



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too, in case it wasn't hard enough.

I have never loved a piece of equipment as much as I loved the GPS during that flight. The conditions improved as we headed southeast to Mansfield, thankfully. An hour into the flight, we found ourselves below widely scattered clouds and visibility greater than six. It was glorious.

### Crossing The Finish Line

The short little runway at Mansfield was the prettiest thing I'd ever seen. It was guarded by large stands of trees on both ends and along the south side. Along the north side of the runway were dozens and dozens of single-engine airplanes parked in rows on the grass. Approaching the airport, my partner and I high-fived and grinned all the way to the ground. Landing, of course, was a grand "YAHOO!" moment that was hard to contain. We did it!

The city of Mansfield threw a party for the Air Race Classic, inviting the community to celebrate. They had turned the airport into a small carnival, sans rides. There were food vendors, face painting, local artists and booths with geegaws for sale. Young couples chased their toddlers across the grass; older couples sat at the wooden picnic tables to watch. People of all ages happily strolled

the grounds bordered by hundreds of airplanes. It was a wonderful mix of community and aviation, both very much alive that weekend.

We had a private "melt down" party that evening after all the racers came in. It was a time for all of us to breathe again, to relax, to celebrate the shared journey we had just completed. The competition was over; we were all just fellow pilots again although deeply bonded by the experience we just shared. We swapped stories of our week in the air. Can you imagine your engine sputtering during your fly-by because you forgot to switch fuel tanks? There's a learning experience for you. Or how about collapsing a strut with a bad landing? How embarrassing, especially in front of the many witnesses the air race drew at the airports along the route.

There was one team paired up only days before the race. They didn't know anything about the person who'd be their partner in the four days of intense racing ahead of them. They were an interesting pair, too: a sweet farm girl from Omaha and a big city lady from New York. They became the darlings of the race as we witnessed them working through their problems with grace. We could learn from them as well.

Now I know what kind of woman enters an air race. She is "every

woman." She is young, she is aged, she is experienced, she is starry eyed, she is curious and she is strong. Most of all, she is passionate about flying. The pilots I met during the air race ranged in experience from one who'd gotten her license only six months earlier, to one who had flown as a WASP during World War II. To compete in a transcontinental air race, a pilot must manage constant changes as she flies across the country, all the while trying to do it faster than ever before. She must handle the unexpected and the undesired as best she can, reaching into her personal kit to find just the right tool for the situation. Her hands may touch anxiety before she pulls out the solution. She may occasionally need to borrow a piece of her partner's expertise. She may sometimes have to dig very deep to find patience. But I think all of us found it exhilarating to discover that we were capable of handling more than we knew. From our experiences, we have a new shawl of confidence in our personal kits as well.

**SIDEBAR:** When I first heard about the Air Race Classic from a friend of mine, I was immediately intrigued. I wanted to know all about the race. I learned it was an annual transcontinental air race for women. It started as the Powder Puff Derby in 1929 with Amelia Erhart and other

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legendary women in aviation. They flew 2,800 miles, from Santa Monica, California to Cleveland, Ohio, across deserts, mountains and plains, at a time when female pilots were few and all women were struggling to become respected. They overcame some incredible difficulties and even suffered a fatality. Through the years, the air race has been improved as hard lessons were learned. Now, stock aircraft with 150-370 horsepower engines can be used, and handicaps are assigned to equalize the competition. Each plane must have two pilots, one of whom must have at least 500 hours or an instrument



rating. The race is conducted over four days at the end of June each year, using visual flight rules and

flown only during daylight hours. The course, though different each year, is now closer to 2,000 nautical miles with required checkpoints along the way. It is flown by women with varied backgrounds and experience. It has become the “annual vacation” for several teams. I believe that every woman who has ever participated in this race comes back a better pilot. It is, in my opinion, the best “rating” a pilot can earn. □

*EDITOR'S NOTE:* Karen Workman is an instrument rated Private Pilot. She lives in Northfield, Minnesota with her husband, Eric, who is also a pilot.

#### LEGISLATION

### Missouri Governor Signs Bill To Drop Aircraft Repair Tax

ST. LOUIS, MO. – The Spirit of St. Louis Airport (SUS) reports that Missouri Governor Matt Blunt has signed a bill that will eliminate sales tax on aircraft repair parts, making Missouri more competitive with neighboring states that have already eliminated the tax.

The bill would expand the current exemption that applies only to aircraft used as common carriers of people and property. The exemption will now apply to purchases of materials, replacement parts and equipment purchased for use directly upon, and for the modification, repair, replacement and maintenance of aircraft, aircraft power plants, and aircraft accessories from January 1, 2009 to January 1, 2015. This would give all aircraft the same advantages and put Missouri on the same playing field as many surrounding states.

Additionally, the bill includes an act that increases the cap on the amount of jet fuels sales taxes that can be deposited into the State Aviation Trust Fund. Under current law, only \$6 million generated from jet fuel sales taxes may be deposited to the credit of the Aviation Trust Fund. This act increases the cap to \$10

million with the funds used to support aviation infrastructure projects across the state.

The bill also includes an act that modifies the definition of “commercial aircraft” for aircraft taxation purposes. Under the current statute, aircraft with a weight threshold of greater than 7,000 pounds are taxed on a pro rata share, on the amount of time actually flown in Missouri. Under the new act, the term “commercial aircraft” is now any aircraft fully equipped for flight and of more than 3,000 pounds maximum certified gross take-off weight. This law will benefit aircraft in this class by lessening their personal property tax burden and encouraging them to remain based in Missouri.

Spirit of St. Louis Airport is the busiest general aviation airport in the FAA's Central Region and is St. Louis' prime general aviation reliever airport. The airport is unique because the revenue generated from wholesale fuel sales, land development and real estate rental allows it to be one of the few profitable airports of its kind and operates without public subsidy.

For more information on the Spirit of St. Louis Airport or the new bill, contact John Bales, Director of Aviation, Spirit of St. Louis Airport or visit [www.spiritairport.com](http://www.spiritairport.com). □

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west, and it rained off and on. After a morning without rain, the hardest amongst us stayed on the lake when the rain came, while others took refuge in the lodge where there was a limitless supply of fresh brewed coffee and a warm fireplace. Not a bad way to wrap up the trip!

Fortunately as the evening progressed, the winds shifted to the northwest, so we knew we would have a tailwind home as we had coming up.

We packed the night before departing on Sunday, August 24, enjoyed a hardy breakfast that morning, filed and activated our flight plans on the ground, and called U.S. Customs with our ETAs back to Grand Marais, although Lockheed Martin Flight Services is supposed to contact U.S. Customs when pilots note this in the "ADCUS" (Advise Customs) section of the flight plan form. We were warned by Winnipeg FSS that Lockheed Martin has been dropping the ball and not notifying U.S. Customs as requested, so we included ADCUS on our flight plans, and called U.S. Customs as well to cover our bases. Later we learned from the U.S. Customs agent that met us in Grand Marais that Lockheed Martin Flight Services never called them, and never has. Thanks Winnipeg for the thorough briefing!

One by one we departed Miminiska with the fastest aircraft departing first. Concerned with fuel, Larry chose to fly his C172 direct to Thunder Bay to refuel before rejoining the group for lunch at Grand Marais. Phil, Pat, Bill and I filed VFR flight plans... David and Larry filed IFR in hopes of getting above a cloud deck, which extended from Miminiska, 25 miles to the south, but they did not have radar coverage until they were 70 nm north of Thunder Bay. Again, we kept in contact with one another on 122.75.

Before we left Canadian airspace and prior to crossing the border, we needed to contact either Minneapolis Center, Princeton FSS, Thunder Bay Approach or Winnipeg Radio to get a transponder code to cross the border. Our first choice was to try Princeton FSS on 122.3. When that didn't work, we contacted Princeton FSS transmitting on 122.1 and listening over the Ely VOR on 109.6. It was nice to hear the specialist's friendly voice welcoming us back home, even

though the VOR frequency was filled with static.

Our group took a vote before departing Miminiska Lodge, and everyone was in agreement that we wanted to return in 2009, so the dates for the 2009 "Midwest Flyer Canadian Fishing Fly-Out" are August 19-23.

A number of us had planned to take a "day trip" in the turbine de Havilland Otter floatplane from Miminiska to either "Grace Lake" for an action-packed Northern Pike fishing experience, or to the world-class Keezhik River, known to be one of the finest Brook Trout fisheries on the planet. We ended up not taking either excursion this year, but it is on our list of things to do in 2009.

I will again provide a copy of my personal "Flight Planning Guide," which will take you through what we do to prepare for the trip including everything from ordering the U.S. Customs aircraft decal and aeronautical charts, and identifying radio frequencies and alternate airports along the route of flight, to noting what every pilot should know about flying in the Canadian bush.

For rates, additional information, and a FREE DVD, drop me an email at [info@midwestflyer.com](mailto:info@midwestflyer.com), or call me at 608-835-7063. Also, be sure to check out the Wilderness North website at <http://www.wildernessnorth.com>. Actual reservations will be handled directly through the Wilderness North office in Thunder Bay, and a substantial discount will apply to anyone who signs up before January 1. Ride share information is also available by contacting me at the email address above. □

**EDITOR'S NOTE:** The Midwest Flyer Canadian Fishing Fly-Out to Miminiska Lodge is a service of Miminiska Lodge, Wilderness North and its owners. Dave Weiman is acting only as a fellow participant on the trip, and neither he nor *Midwest Flyer Magazine*, Flyer Publications, Inc., nor their staff and owners assume any liability for the participation of others on the trip or for the trip itself, and do not assume any responsibility for the reliance upon the information contained herein or elsewhere. Federal Aviation Administration, Canadian Air Transport, and U.S. and Canadian Customs regulations and procedures are subject to change. Pilots are urged to use every resource available to them in planning their trip, including government agencies, fixed base operators, airport management, and the Aircraft Owners & Pilots Association ([www.aopa.org](http://www.aopa.org)).

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## GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

### Increasing GA Fees May Result In Losing Revenue, Not Gaining It!

One of my favorite aviation events each year is the Wings Weekend held each July at the Coles County Airport, Mattoon, Illinois (MTO). I attended the event this year, as I have for several years now. It is an opportunity to obtain a free 3 hour flight review with a flight instructor, attend a number of ground seminars, discuss aviation issues facing general aviation, and enjoy evening social events on Friday and Saturday nights. This event has been jointly sponsored by the Springfield,



Illinois, FAA Flight Standards District Office; and the Illinois Department of Transportation, Division of Aeronautics for many years. Usually about 200 pilots and 40 volunteer flight instructors participate. The new Wings program was utilized this year for the first time. FAA and Illinois Division of Aeronautics personnel were available to help pilots register online for the new FFAST program and obtain certification of course completion. Unfortunately, the number of pilots and flight instructors attending was down this year. However, I think all who did attend felt it was well worth their time.

As I mentioned in my previous report, a Michigan Transportation Funding Task Force (TF2) has been appointed to recommend future funding needs and revenue sources for all modes of transportation to the governor and state legislature. The TF2 has held six public meetings and heard from various transportation interest groups.

The legislatively appointed Citizens Advisory Committee (CAC) submitted its aviation funding needs report for 2009 -2030 at the

July 21, 2008 TF2 meeting. The report discussed four scenarios: Do nothing (continue with the current funding sources), Good, Better, and Best. It concludes that to "do nothing" will result in a degradation of airport facilities. Good, Better, and Best scenarios will require increasing revenue. Increased funding alternatives included in the report were an aviation fuel tax increase, dedication of 1% of the sales tax on aviation products that is already being collected, and raising aircraft registration fees.

At its August 11, 2009 meeting, the TF2 concluded that to "do nothing" was not acceptable for any of the modes of transportation. The TF2 is to begin its public deliberation of funding recommendations for aviation at its September 8, 2008 meeting in Lansing, Mich. Those interested in aviation might want to attend that open-to-the-public meeting. During the next two months, I will be attending airport conferences in the states of Illinois, Indiana, and Michigan. I suspect one of the major topics of discussion at all three conferences will be how to increase airport revenue. AOPA will be pointing out to the attendees that increasing fees to general aviation may result in losing revenue, rather than gaining it.

Speaking of aviation events, to me, the best one of the year is AOPA EXPO, which is being held this year in San Jose, Calif., November 6-8, 2008. AOPA EXPO is an opportunity to learn about the latest aviation technology, climb into the latest aircraft, hear nationally known speakers talk on a wide range of aviation subjects in a climate-controlled environment, and enjoy high quality social events. If you have never been to AOPA EXPO, you owe it to yourself to attend. If you have been before, you know what I am talking about.

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

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## FROM PHIL'S DESK

As pilots, we are always looking for ways to reduce our cost of flying. One recent change is doing just that for pilots under 40, by extending the duration of their medical certificates. Read on for an explanation of the new rules and for information about how AOPA helps all members – regardless of age – with medical certification issues.

## MEDICAL CERTIFICATION

*By Andy Cebula, AOPA Executive Vice President of Government Affairs*



Effective July 24, 2008, medical certificates for pilots under age 40 are valid for 60 months for third class medicals and 12 months for first class medicals. Previously they were valid for 36 and six months, respectively.

These changes are a victory for AOPA and all pilots who will benefit from them. The new rule makes it easier and more affordable for pilots under age 40 to fly. In addition, AOPA offers resources for all members who have medical questions.

The AOPA Medical Certification Department responds to 20,000 member e-mails and telephone calls each year on topics such as special issuance medicals, prescription medication, and aviation medical examiners (AMEs). The team maintains positive working relationships with the staff at FAA's Aerospace Medical Certification Division to help expedite medical certification in many of the cases they work.

TurboMedical® is another resource for AOPA members. The online educational tool is used as preparation for completing the actual FAA medical application. It alerts pilots to issues that may arise so they're aware of it before going to the AME. After completing the form, pilots can save and print a copy to take to their appointment.

In the Medical Certification section of AOPA Online, members will also find detailed information about recertification for many medical conditions, a searchable database of Aviation Medical Examiners, a list of FAA-allowed and disal-

lowed medications, and the complete text of FARs relating to medical certification.

In addition to offering member resources, AOPA also continues to work with the FAA on medical issues such as granting driver's license medicals to pilots operating under the recreational pilot certificate. AOPA's staff of government affairs specialists will continue to work with all levels of government to maintain AOPA's mission of making general aviation more safe, affordable and fun.



## GARY CRUMP, DIRECTOR OF MEDICAL CERTIFICATION DEPARTMENT

Gary Crump has been at AOPA since 1987 and is the director of the Medical Certification Department. He has more than 15 years of experience as an operating room technician and emergency medical technician. Crump holds a commercial pilot certificate with instrument, multiengine, and single-engine sea ratings and has a degree in Aviation Management from Florida Tech.

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## Questions About Your Medical? AOPA Can Help!



*by AOPA President Phil Boyer*

**T**he big news in the aviation medical world is that FAA has recently extended the duration of most medicals for pilots under age 40, a move that AOPA supported. But pilots of all ages will probably have a question about medical certification at some point. AOPA is here to help.

The AOPA Medical Certification Department is staffed by medical experts who are in regular communication with the staff at FAA's Aerospace Medical Certification Division in Oklahoma City. That relationship means expedited paperwork and answers for AOPA members who use this invaluable service. In addition, FAA's recent move to electronic tracking and

filing helped immensely in reducing the backlog of paperwork in need of review. AOPA has been actively involved in the system improvements since they began about 10 years ago, and many of our recommendations were accepted by FAA.

One advancement on our end is the AOPA TurboMedical®, a Web-based tool for pilots to use in preparation for completing the actual FAA medical application before visiting their aviation medical examiner (AME). AOPA developed the interactive medical application, which is based on the actual FAA medical certificate application, in an effort to help our members identify potential problems in advance so they can take appropriate action. If any questions arise after using the form, please call the AOPA medical staff at 800-USA-AOPA.

For pilots who need to obtain a special issuance certificate, which allows pilots with certain medical conditions such as heart diseases and diabetes to get a medical certificate,

there is a unique opportunity to get certified in person at AOPA Expo. Dr. Warren Silberman, who manages the FAA Aerospace Medical Certification Division, will be on-site to review AOPA members' cases. If you are attending AOPA Expo in San Jose, November 6-8, you can call 800-USA-AOPA to reserve your time with Dr. Silberman. Space is limited. Also at AOPA Expo, members of the AOPA Board of Aviation Medical Advisors, who are all AMEs, will be hosting a booth to answer attendees' questions relating to medical certification. And Gary Crump, AOPA director of the medical certification department, will be presenting three seminars to help Expo attendees with medical certification issues.

To find out more about AOPA Expo, visit [www.aopa.org/expo](http://www.aopa.org/expo).

Become a member of AOPA, the world's largest aviation association, which is working on behalf of general aviation pilots. Join AOPA today! ([www.aopa.org/join/](http://www.aopa.org/join/)) □

## DESTINATIONS

### AOPA To Hold Annual Expo In San Jose

SAN JOSE, CALIF. – The Aircraft Owners and Pilots Association (AOPA) will hold its annual Expo, general aviation's premier convention and trade show, at the San Jose McEnery Convention Center, November 6-8. This will be Phil Boyer's last Expo as AOPA President, as he introduces AOPA President-elect Craig Fuller to the membership. Fuller will assume the

presidency on January 1, 2009.

"With its cutting-edge spirit, San Jose is the ideal venue to showcase the latest innovation in general aviation," said AOPA President Phil Boyer. "This year's Expo is sure to be a memorable one."

Each day of AOPA Expo will kick off with a free general session at 9 a.m., featuring Boyer and top industry

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leaders speaking about issues of importance to all pilots. The exhibit hall will open immediately following each general session. There will be more than 550 exhibits.

At Norman Y. Mineta San Jose International Airport, more than 60 airplanes will be on display for pilots and aviation enthusiasts to see up close. Headlining the aircraft display will be the AOPA 2008 Get Your Glass Sweepstakes airplane, a 1976 Piper Archer II. It has been undergoing refurbishments throughout the year and will be awarded to one lucky pilot early in 2009. Complete rules are available online at [www.aopa.org/sweeps/](http://www.aopa.org/sweeps/).

More than 60 hours of seminars will run throughout the three-day show. Favorite speakers, including aviation humorist Rod Machado, and a host of new presenters will conduct seminars. Attendees will have a variety of seminar topics to choose from, such as decision making, aircraft ownership, interior renovations, instrument flying, and medical certification. In fact, Dr. Fred Tipton, the Federal Air Surgeon, and Dr. Warren Silberman, director of the Airmen Certification Branch at the FAA's Civil Aerospace Medical Institute in Oklahoma City, will each lead a seminar on medical certification issues during AOPA Expo.

AOPA Expo seminars are conveniently organized into two tracks - Proficiency and Safety, and Ownership and Flying. After registering through AOPA Online, attendees can select the seminars they wish to attend, and then print their customized schedule to take with them to the show.

Seminars are held in collaboration with the AOPA Air Safety Foundation.

The Opening Luncheon on Thursday will feature Paul Poberezny, founder of the Experimental Aircraft Association (EAA). The National Aviation Hall of Fame inductee will speak to attendees about how aviation has changed since he began flying at the age of 16. In addition, each evening of AOPA Expo features entertainment, beginning with

a Welcome Reception on Thursday night. Attendees will enjoy hors d'oeuvres and beverages while talking with fellow pilots.

The Friday Night Party at The Tech Museum of Innovation should not be missed. Attendees will enjoy dinner and entertainment in a one-of-a-kind venue. In addition, the IMAX movie "The Magic of Flight," will be available for viewing on a first-come, first-served basis.

On Saturday night AOPA will honor outstanding individuals in aviation. At the Closing Banquet AOPA President Phil Boyer will present the J.B. "Doc" Hartranft Award to the government official who did the most to defend and preserve general aviation during the year. In addition, Boyer will present the Laurence P. Sharples Perpetual Award to the individual who displayed the greatest selfless commitment to general aviation by a private citizen. Banquet attendees will enjoy dinner and aviation-themed entertainment while honoring these outstanding individuals who receive two of aviation's most prestigious awards.

VFR arrival procedures for attendees flying to AOPA Expo will be posted online at the same Web address once they are finalized.

With approximately 415,000 members, representing nearly two-thirds of all pilots in the United States, AOPA is the largest, most influential aviation association in the world. AOPA has achieved its prominent position through effective advocacy, enlightened leadership, technical competence, and hard work. AOPA provides member services that range from representation at the federal, state, and local levels to legal services, advice, and other assistance.

For a full list of seminars and registration information visit [www.aopa.org/expo/](http://www.aopa.org/expo/). □



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# J.A. Air Center Moves From DuPage To New Facility At Aurora

**AURORA, ILL. –** A move and major expansion is nearing completion at J.A. Air Center. The longtime West Chicago DuPage Airport (KDPA) based service company is moving to Chicagoland's Aurora Municipal Airport (KARR).

(L/R) Randy Fank and Brad Zeman of J.A. Air Center in front of the old BP corporate hangar at Aurora Municipal Airport, Aurora, Illinois. This hangar is one of several hangars being renovated.

Dave Weiman

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Artist's rendering of J.A. Air Center's new facilities at Aurora, Ill.



J.A. Air Center's new terminal building will feature a 20,000 sq. ft. arrival/departure canopy.

Sitting just outside the Class B Chicago airspace, but with direct tollway access (no stoplights to the Chicago Loop), the new location is positioned perfectly for Chicago arrivals. Slated to open December 1, 2008, the four-building campus will feature a 20,000 sq. ft. arrival / departure canopy large enough to handle large corporate aircraft, more than 90,000 sq. ft. of hangar space, 60,000 sq. ft. of office space and a separate, secure VIP arrival terminal. The new 11,000 sq. ft. general aviation terminal will have amenities including a coffee café, conference rooms, business center, WSI weather, VIP lounge,



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sleep rooms, private showers, game room, multiple TV viewing areas, and an exercise room. A 60,000-gallon fuel farm featuring Conoco Phillips products is under construction as well.

Prime rental space will be available for corporate flight departments and aviation-related tenants. In addition to FBO services, aircraft sales and acquisitions, charter, flight instruction, aircraft detailing, mail order avionics and consumer GPS sales, J. A. Air Center is a Part 145 repair station offering aircraft maintenance and parts sales, instrument sales and service, and award-winning avionics installation.

*Midwest Flyer Magazine* toured the new facilities under construction, including the not-so-old BP corporate hangar, which J.A. Air Center now owns. J.A. Air Center President, Brad Zeman, and FBO Operations Manager, Randy Fank, gave us the tour.

When British Petroleum moved, the facility remained empty for 4 years until J.A. Air Center bought it. This hangar alone is large enough to store as many as four Gulfstream G4s, and has massive office space. Included in its structure is one of the largest I-beams ever manufactured. Due to the security requirements of BP executives, the hangar has a number of security features, including drive-in boarding, a car washing area, and special access gates. The aircraft maintenance facilities include a full metal and welding shop.

The ramp area at Aurora is massive, and the numerous hangars that J.A. occupies give that part of the airport a university campus appearance. The company will have four times as much space as they did at Chicago's DuPage Airport.

Each hangar will be dedicated to a specific purpose. The avionics hangar

will include a paint booth, showers, upstairs service shop, and an elevator to go from the basement to the first and second floors. Airframe maintenance will also be in its own hangar, and aircraft will be stored in other hangars.

When customers schedule their maintenance, they will have the convenience of a "one-stop" service facility. If they are in for an annual inspection, they can also have their avionics serviced at the same time, or have detailing done to their aircraft.

The terminal building will have all of the amenities a pilot and his passengers could ask for. When they walk in from either the ramp or parking lot, they will naturally go through doors, which will take them to the customer lounge or waiting area, and to the "no-door" restrooms. A Starbuck-type café will offer coffee and donuts, and corporate aircraft catering will also be available.

"The idea is to make the whole area comfortable for our customers and their guests," said Zeman. There's even a VIP reading room for casual conversations, a pilot briefing room, large pilot lounge, and a computer room. A video camera on the ramp can be viewed from the pilot lounge for added security.

Probably the most distinctive feature of the terminal building will be the outside canopy for arriving and departing aircraft. Aircraft will be able to taxi right up to the front door, or departing aircraft can be towed to the front door to load passengers.

"Canopies are popular in warmer climate states," said Zeman. "It only makes sense that Midwestern states that get a lot of rain and snow, also have such amenities." When completed, the canopy will cover 20,000 sq. feet. Signature Flight Service at Kissimmee, Fla. and Wilson Air

Center at Memphis International are two general aviation operations that have canopies at their terminal buildings.

"We believe that once an aircraft owner arrives at our terminal building and sees all of our facilities, they will return for aircraft maintenance," said Zeman.

"We will continue to be a facility for the little guy," said Zeman. "But now we are able to handle the big boys, too!"

Looking over the facilities, it is hard to believe that the new and remodeled facilities are actually "Plan B" in J.A.'s expansion plans. Before the BP corporate hangar became available, Zeman had planned to build a completely new facility west of the BP hangar. But due to cutbacks in federal airport aid they needed for a new ramp and taxiways, Zeman opted to move forward with Plan B, and he's glad he did. J.A. has more space than Plan A provided. Plan B was put together in only 90 days thanks to Robert A. Rieser, Airport Director at Aurora Municipal Airport.

J.A. Aero Aircraft Sales is a division of J.A. Air Center, and a Cessna sales and service center. The company sell everything from the new SkyCatcher trainer, to the Caravan.

J.A. founder, Bernie Klotz, is proud of the new facilities, and proud of Zeman for making it a reality. Eventually, Zeman will be the sole owner of the operation. He has been with the company since 1986. J.A. employs 85 people.

J.A. Air Center will open its new facilities on December 1. For additional information, call 1-800-323-5966, or email [dzeitler@jaair.com](mailto:dzeitler@jaair.com). Additional information will also be posted on the J.A. Air Center website: [www.jaair.com](http://www.jaair.com). □



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# Save Fuel – Fly Safe – Use IFR Shortcuts

by Field Morey, CFII

**W**e know your plane is no Prius, but you can still raise your MPG by knowing and practicing the following IFR shortcuts:

## File Direct ...GPS or Not

Obviously, if you own a portable or better yet, a panel-mount GPS, you can save a ton of miles by filing direct. The issue about whether or not this is legal without being a /G aircraft has been debated over and over again. Actually you can fly direct with just a VOR and mag compass. Long before GPS came along ATC was accustomed to issuing clearances like: "Cessna 1234X, fly heading such and such until able direct to so and so." The only caveat to flying direct is that you must be in radar contact. If you are not in "vector land," you will be put on an airway or given the option to climb to a higher altitude to stay in radar contact.

I also recommend filing direct when you are departing in an unfamiliar high-density area. Trying to out guess ATC by picking a seemingly logical route is a waste of time. The route that you will be assigned depends primarily on what arrival and departure routes are in operation at the major airport(s) in the area. So, unless you are intimately familiar with the area, just file direct and sort



Field Morey

out your route when you receive your clearance. Doing so will also avoid wasting the time to enter a route in your GPS that you won't get anyway.

## Departing VFR...Climb On Course

You are in the run-up area and requested your IFR release for takeoff. ATC states there is IFR traffic inbound and instructs you to "Standby." Because the weather is CAVU, you scan the area for the inbound, but no one is in sight.

If you can be reasonably assured that the weather will permit you to depart under VFR conditions and maintain VFR up to your cruise altitude, then you can request a "VFR CLIMB ON COURSE." This will place the responsibility of traffic separation on you and allow you an early departure. If you encounter clouds during your climb, just let ATC know that you need an IFR clearance

to continue your climb. You will probably be long away from the traffic that was a conflict to begin with.

VFR CLIMB ON COURSE is also a shortcut to the enroute segment of your flight. Used primarily in mountainous country, this allows you to bypass an Obstacle Departure Procedure when you have the terrain in sight before you takeoff. You can expect that ATC will verify that fact by asking, "Verify that you can maintain your own terrain and obstruction clearance up to 7,000 ft. during your climb."

In this case, 7,000 ft. is the MIA (Minimum Instrument Altitude) that provides obstacle clearance and ATC wants you to take the responsibility for seeing and avoiding the terrain until you are above 7,000 feet.

## Enroute – VFR On Top

You are en route when ATC instructs you to climb to a higher altitude. You are aware that the winds are unfavorable at the new altitude. Again, the weather conditions will allow VFR flight in your area. The solution is to request "VFR-On-Top." You will need to climb or descend to a "500 ft VFR cruise altitude" and stay clear of clouds.

"VFR-On-Top" clearances are routine in the mountainous areas on

*CONTINUED ON PAGE 52*

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# PiperJet Holds Great Promise For Piper Aircraft

by Dave Weiman

OSHKOSH, WIS. – “Piper Aircraft, Inc. was down and out five years ago, with everyone going to Cirrus,” said Piper Vice President of Sales, Bob Kromer, during a press conference at EAA AirVenture, July 30. Piper now has its first pure, jet-powered turboprop aircraft in the 71-year history of the company.”

The PiperJet made its first flight at 11:11 am that day from Piper headquarters in Vero Beach, Fla. It flew for one hour, reaching a maximum altitude of 10,000 feet and a speed of 160 KTAS as per the flight test plan. Piper test pilots, Dave Schwartz and Buddy Sessoms, were at the controls.

The PiperJet incorporates many



new design features, and the first flight was focused on taking an early look at basic handling characteristics, the effects on pitch trim with power changes, and basic operation of the engine's FADEC control system.

“The PiperJet exhibited excellent control response around all three axes,” said Schwartz. “The ergonomics and the basic operation of the side stick control were excellent, with well-balanced and harmonized control inputs required for the air

speeds that we tested. Moreover, the expected level-of-pitch trim change with power applications was minimal and easy to overcome.”

The PiperJet is powered by a single Williams FJ44-3AP engine, rated at 3,000 pounds of thrust. In the PiperJet application, the engine is de-rated to approximately 2,400 pounds of thrust. The FADEC control on the Williams engine greatly reduces pilot workload, allowing greater focus on controlling and navigating the PiperJet. “Pushing the single power lever full forward for takeoff, results in a smooth but rapid buildup of thrust and acceleration,” said Schwartz.

With the completion of its first flight, the PiperJet has begun a 50-hour initial flight test program to expand the envelope and further



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investigate the aerodynamic configuration and basic flight performance. Before testing is complete, Piper expects to reach 360 KTAS and an altitude of 35,000 feet.

The PiperJet is a six-passenger aircraft, with an option for either a seventh seat or enclosable lavatory. It will have a range of 1,300 nm and a full fuel payload of 800 lbs. The aircraft is priced from \$2.199 million in 2006 dollars.

We later sat down with Bob Kromer to learn about the "PiperJet," and changes taking place at the Piper factory.

Kromer has been in general aviation for a long time, having test flown the Cessna P210 for known icing in 1978, and conducted flight testing of the Citation III. From 1983-86, Kromer served as president of Mooney Aircraft.

Kromer said that the research and development of the PiperJet began in the fourth quarter of 2005, and has increased morale at the factory, although Piper's Meridian has been very profitable for the company, selling for \$2 million. The Meridian is the lowest cost single-engine turbo prop on the market, cruises at 260 kts, and has a service ceiling of 29,000 feet. In comparison, the TBM costs \$3 million, and the Pilatus \$4 million.

As for Piper's popular piston, the Archer, Kromer said that Piper will only build them if it gets bulk orders of 20 or more aircraft, such as from an aviation campus. "The focus now is on the upper end," said Kromer. "No more one-at-a-time building."



(L/R) Bob Kromer, Vice President of Sales, Piper Aircraft, Inc., and John Lowe, President, Des Moines Flying Service and Chicago Piper, with the "PiperJet."

For 2009, Piper will be building between 260 and 310 Meridians, Mirages, Matrix's, Senecas, and Seminole. "Seminole orders are good," Kromer said.

Piper is looking at diesel engines in the future, but needs to find a dependable manufacturer. Kromer says that their dream is to find a 350 hp turbo-charged diesel, or a low-cost 500 shaft hp engine for piston engines to reduce operating costs.

*CONTINUED ON PAGE 47*



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## MINNESOTA AVIATION TRADES ASSOCIATION

### MATA Member George Bolon To Be Inducted Into Hall of Fame



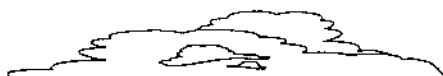
Dr. George Bolon

Big Guy Photography

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame has completed its balloting and 2008 inductees have been selected. Inductees are: Gordon Amundson, flight instructor and mechanic instructor; Waldo Anderson, former chief pilot for the University of Minnesota flight services; Dr. George Bolon, professor of physics and aviation at Winona State University and president of B2W/Win Air; the late Gregg Nelson, flight instructor and fixed base operator; the late Matthew Ryan, fixed base operator and Minnesota Aeronautics Department official; Jean, Jeannette and Donald Piccard of the Piccard ballooning family; and pioneer Oliver Rosto, who designed and built his own airplane and flew it at Duluth in 1913.

In addition to the inductees, the Hall of Fame will be honoring Kathleen C. Winters as Minnesota Aviation Writer of the Year for her book, *Anne Morrow Lindbergh*; and the late artist, Don Carlson with the Best Aviation Art by a Minnesotan Award. The Hall of Fame will also be giving flight career scholarships to two deserving young persons who plan to make a future in aviation.

The induction banquet for the 2008 inductees will be held on May 2, 2009 at the Ramada Hotel in Bloomington (previously Thunderbird Hotel.) Reservations and additional information will be available after January 1. Notices will appear in *Midwest Flyer Magazine*. However, if you would like your name added to the reservation mailing list, send an e-mail message with your name and address to: [nallard@unitelec.com](mailto:nallard@unitelec.com). Be sure to specify in the subject line: "Hall of Fame Mailing." □



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### MATA Remembers Curtis O. Erickson

SAVAGE, MINN. – Former MATA member and past president, Curtis O. Erickson, 80, of Savage, died suddenly July 27, 2008



Curtis Erickson

from complications of pneumonia at St. Francis Regional Medical Center, Shakopee.

Erickson grew up on a farm in rural Dawson, Minn. He enlisted in the Navy in 1945, and spent time at Pensacola Naval

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Air Station in Florida where he learned to operate and teach instrument flying with flight simulators. He also taught Navy flyers in the celestial link trainers to navigate by the stars at several Naval Air Stations in the eastern U.S. and Hawaii.

In 1949, Erickson moved to Minneapolis, and was assigned to the flight training unit at the MSP Naval Air Station, which established one of the first jet flight simulators equipped with instrument training technology. Erickson was discharged from the Navy after serving 12 years.

Erickson and partner Joel Ernsberger founded Instrument Flight Training (IFT) at St. Paul Downtown Airport with the purchase of a World War II Link Trainer and Piper Pacer. IFT won a contract with the then fledgling North Central Airlines to train pilots and flight engineers. Over the years, Erickson taught hundreds of general aviation pilots to fly by instruments. Van Dusen Air, Incorporated purchased IFT in 1962 and hired Erickson as their chief pilot. He was later promoted to President of the Air Associates Division.

Erickson was a certified pilot examiner for many years for private, commercial, multi-engine, sea plane and instrument certification. During Erickson's career at Van Dusen, he was active in many aviation organizations, including the Minnesota Aviation Trades Association (MATA), National Air Transportation Association (NATA), and the Quiet Birdmen (QB).

Sherm Booen, producer of the "World of Aviation" television program in Minneapolis from 1953-82 remembered that Erickson had a calm attitude as an instructor, which gave him a personal touch to instrument flying.

Erickson will be remembered as a dedicated aviation professional who was happiest sitting in the cockpit of an airplane. He was honored and humbled to be inducted into the Minnesota Aviation Hall of Fame in 2007.

He is survived by his wife of 59 years, Delores; sons, Roger and Robert (Antoinette); daughters, Karen (Neal) St. Anthony and Kristin (Tony) Lail; eight grandchildren; relatives and friends, especially those in aviation. □

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## Kodiak Roars Off The Water On Wipaire's New 7000 Floats



A Quest Kodiak with Wipaire 7000 floats.

**M**uch to the delight of Wipaire's ambitious engineering team, their newly designed amphibious floats launched the Quest Kodiak smoothly into flight from the Fleming Field runway and the Mississippi River, in South St. Paul, Minn., July 23, 2008.

The prototype 7000 model float is the first model that Wipaire, established pros of the floatplane world, has built using the very latest digital technologies from its inception. With an eye to making some both ideological and design changes, Bob Wiplinger, company owner, and Charlie Wiplinger, vice president of engineering, gathered a team of engineers and CAD drafters who designed and built the float in unprecedented time. In an email of appreciation after the maiden flight, Charlie Wiplinger said it was made

possible by, "one of the finest R&D teams the general aviation industry has ever seen and the indispensable help from our entire manufacturing and WipCaire services personnel who delivered flawlessly when called upon by the R&D team. This feat is a true testament to the dedication and hard work of our employees as we went from CAD model to flying prototype in as little as two months."

The Kodiak, a single-engine turbine designed for remote area operations, coupled with Wipaire's sleek, rugged floats will be an unbeatable match for serious flyers desiring the comforts of home in the wildest locations. The floats are designed to resist abrasion from rocky shorelines and careful attention was paid to the float construction should an off-site repair become necessary. Other structural enhancements for the comfort and safety of its users were implemented on the 7000 float, but are not being disclosed at this time. Flight testing and certification have begun and Wipaire is taking orders for their 7000 float, intended for late spring, 2009 delivery.

Over the years, Wipaire has developed a full line of aircraft floats for all sizes of aircraft, from the Piper Cub to the de Havilland Twin Otter, as well as over 100 Supplemental Type Certificates for a variety of useful aircraft modifications. In addition, Wipaire has expanded into other areas, including a full-service maintenance department, avionics installation and repair, custom and luxury interior installation, and a paint and refinishing facility. □

# The 56<sup>th</sup> Edition of EAA AirVenture-Oshkosh... Another Mark of Shear Brilliance!



(L/R, TOP/BOTTOM): 1) AeroShell Aerobatic Team (*Gary Dikkers*). 2) EAA President Tom Poberezny (*Dave Weiman*). 3) U.S. Air Force F/A-22 Raptor (*Geoff Sobering*). 4) John Travolta's Boeing 707 (*Dave Weiman*). 5) Actor/pilot, John Travolta (*Dave Weiman*). 6) EAA AirVenture "participants," Owen DuBois and Emma Soderholm, observe the Goodyear Blimp (*Tom Thomas*). 7) U.S. Marine Corps Harrier (*Geoff Sobering*). 8) Cirrus SJ50 "Vision" (*Geoff Sobering*).

by Jim LaMalfa

**T**he 56<sup>th</sup> annual Experimental Aircraft Association Fly-in and Convention, "EAA

AirVenture," Oshkosh, Wis., opened Monday, July 28, 2008 to near perfect weather. Although avgas was hovering around \$5.50 a gallon, many local airports were offering



Dave Weiman



The new air traffic control tower at Wittman Regional Airport, Oshkosh, Wis., is dedicated. FAA Wisconsin District Air Traffic Manager Wanda Adelman (left). (L/R Front & Center) EAA President Tom Poberezny, Winnebago County Executive Mark Harris (cutting ribbon), and FAA Acting Administrator Bobby Sturgell. (Back Row Center) FAA Great Lakes Region Administrator Barry Cooper, and Wisconsin DOT Bureau of Aeronautics Director David Greene.

fuel to EAA convention-goers for \$4.00 a gallon and throwing in free food. EAA President and Convention Chairman Tom Poberezny stated that

"It is probably cheaper to come from Europe, than it is from California" because of the weak U.S. dollar.

Wittman Regional Airport becomes



Geoff Schering

The new control tower at Wittman Regional Airport (right) stands 141 feet tall from the ground to the top of the roof antenna, compared to the old tower (left), which stands 60 feet tall.

the world's busiest during these seven days and gave air traffic controllers a

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chance to use the new tower, which is more than twice as tall than the old one. Around 10,000 aircraft flew in over the weeklong event, which ended Sunday, August 3.

### New Certified Aircraft

The fastest growing segment of general aviation is in the light aircraft design category. There were a number of new Very Light Jets (VLJs) and Light-Sport Aircraft (LSA) exhibited at Oshkosh this year. The first to greet the convention-goers at the main gate was Cirrus Aircraft's display, featuring a mockup of their new "personal" light jet – the "Vision" SJ50. The functioning model was flown in on Wednesday, July 30. I sat in the mockup, which has excellent visibility and wide seats that slide back for ease of entry. It seats four with a jump seat and has the control stick located to the

left of the pilot, ala modern jet combat aircraft. The SJ50 is powered by a Williams turbojet engine.

Cirrus had their full line of SR20s and 22s on display. All have glass cockpits and ballistic parachutes, which, I was told, have been used by owners 13 times to bring the aircraft down safely. Cirrus also had on display their LSA, the "SRS." Both the SRS and Cessna "C162 SkyCatcher" sell for around \$100,000.

Other very light jets displayed at Oshkosh 08 were Eclipse Aviation's 400 single-engine jet, not yet in production and awaiting certification. Across from Cirrus, Cessna displayed its new 400 fixed gear four-place aircraft, billed as the fastest fixed gear machine. Also on display was Cessna's various Citations and the Citation "Mustang," an entry level biz-jet.

Honda Aircraft Company once again displayed the "HondaJet." According to a recent New York Times article, hitchhiking onboard biz and light jets is the latest fad. Hitchhikers won't have long to wait to catch a ride in the Eclipse 400, Cirrus SJ50 or HondaJet.

### Lowers The Workload

Liberty Aerospace, Inc. displayed their updated version of their XL2 "Vanguard." The Liberty XL2 is the first two-place aircraft in many years to be certified fully IFR and the first piston powered with FADEC digital engine management systems. This helps lighten the cabin workload since fuel mix is accomplished by the on board computer, the ignition is solid state, controls are operated by push rods, and the aircraft has a flying tail and can be equipped with finger brakes or toe brakes. The nose wheel castors, again a reprise of the Grumman two-place "Yankee." Fully equipped with the Aspen GPS and S mode transponder, the updated Liberty sells for \$220,000. The flight manual recommends 20 degrees of flaps for takeoff and landing. Vanguard is powered by the Continental IOF-240

B, 125 hp four-cylinder, flat opposed aircraft engine and cruises at 115 mph. Vanguard has a welded steel chassis and carbon fiber fuselage and riveted aluminum wings and empennage.

### The Sport Pilot

When Paul Poberezny began meeting his friends in his basement in 1953, which eventually morphed into EAA, there was no "Experimental Category" of aircraft; warbirds couldn't be owned by private citizens; there was no "Homebuilt Category" recognized by the FAA; and there was no Sport Pilot Certificate. Pilot training was seen as a prelude to the ATP and instrument flying was the next step beyond the Private Pilot Certificate. A lot has changed since then. After a protracted effort by LAMA (Light Aircraft Manufacturers Association) and EAA, the FAA formalized the Sport Pilot Certificate and the LSA Category. A Sport Pilot Certificate requires a current driver's license, but no third-class medical. However, if a pilot takes and cannot pass a Part 67 medical examination, he or she cannot obtain a Sport Pilot Certificate. Flight is limited to day VFR, altitude is limited to 10,000 feet and range is limited. No night flight is permitted.

A number of manufacturers are introducing aircraft suitable for the Sport Pilot Certificate. The aircraft, of course can be used by private pilots also, so the Sport Pilot Certificate can be used as entry level training with the understanding that a pilot can move on to the Private Pilot Certificate if they can pass the third class medical and the written and practical test. I chatted with Donald M. Ayres, President of U.S. Sport Aircraft, Jensen Beach, Florida. Ayres pointed out the finer points of two Czech Republic-built aircraft recently introduced by GoBOSH Aviation, Middleton, Wisconsin. Both the entry-level LSA 700S and the more high-performance 800XP were displayed. The 700S is based on the Aero Ltd AT-3, designed and



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built in the Czech Republic, but modified for the U.S. LSA market with a new wing. Both aircraft use the Rotax flat opposed four-cycle water-cooled aircraft engine. The Rotax will run 1500 hours between overhauls and is lighter than air-cooled engines. The airframes of the two LSAs use pushrods to activate control surfaces and castor front gears like the Grumman Tigers and Yankees. The electrical system is solid state. Position lights are built into the aircraft so any private pilot could fly them at night or with the onboard radios, into controlled airspace.

### **The Final Frontier**

EAA convention-goers saw the first design of "White Knight One" at last year's convention and the EAA AirVenture Museum was presented with a full size model of "Space Ship One," the single-place rocket with which Burt Rutan won the \$10 million X Prize. Although Rutan and Virgin Galactic owner and CEO Richard Branson were at Wittman Field to do two workshops on Tuesday, July 29, EAA allowed us to watch the christening of "White Knight Two" on Monday with a live video link to Mojave, California. White Knight Two is larger than White Knight One and will carry a six-place rocket, "SpaceShipTwo," high enough so it can achieve suborbital flight with six paying passengers on board. Virgin Galactic wants 500 space tourists to buy tickets at \$200,000 for the two and one-half hour flight 62 miles above the earth. The trip will allow the space tourists to experience weightlessness and the privilege of wearing astronaut wings. No exact timetable has been released, but 250 passengers have already signed up for the first civilian space travel.

### **Carbon Cessnas**

Cessna aircraft displayed a number of new certified aircraft including the Turbo 400 (formerly Columbia 400),

which they claim is the fastest fixed gear aircraft available. Across from the 400 sat the new Cessna "Mustang" mini biz jet. The Mustang seats four, and has a little slower cruising speed than its bigger brothers.

I chatted with Jim Deckstein, Cessna representative. "As you move up in the line," he said, "you see an increase in cabin space, speed and range. Mustang cruises at 41,000 feet at 321 mph. The aircraft has an ogive shaped fuselage to provide more shoulder room, as the aircraft is slightly smaller than the other Citations. The Mustang is rivet aluminum with some carbon fiber hatch covers. The 2008 price is just under \$2.9 million. The next available Mustang is available the second quarter of 2011. We have almost 100 delivered at this time. Cessna is building about 150 per year."

I asked Jim if the Mustang was a very light jet, and he responded: "The VLJ moniker is a marketing ploy, not an accepted FAA category. The original Citation, which came out in 1992, was a single-pilot, owner-operated twin-engine jet. But the newer VLJs like the Eclipse 400 and the Cirrus SJ50 are single-engine, owner-operated. The Citation is a

twin, and if you have an engine out, you can go around and land safely."

Directly across from the Mustang sat the new Cessna 400. The sleek new four-place fixed gear is built of all carbon fiber, IFR, and equipped with hot props. It cruises at 235 knots and has a range of 1300 nm. It burns 7 gph and has built-in oxygen, and a twin turbo engine. Next to the 400 sat Cessna's new LSA, the "SkyCatcher 162," in effect the replacement for the venerable 150 and 152. SkyCatcher has some carbon fiber parts. One is tempted to call the SkyCatcher "cute as a bug's ear," but it simply looks more "chic" than the older 150/152s. The cabin features a Garmin G300 glass instrument panel, carbon fiber seats and is powered by the Continental O-200D engine. However, the SkyCatcher cruises faster than the 150/152s at 118 kts (136 mph), so is aerodynamically more efficient. It carries 24 U.S. gallons of fuel, two passengers and 25 pounds of luggage.

EAA AirVenture... So many activities, so many planes to see and people to meet, and only one week to do it all.

EAA AirVenture 2009 will be held July 27 - August 2 ([www.airventure.org](http://www.airventure.org)). □

## **Oshkosh Gave The Shot of Enthusiasm, Inspiration & Economic Boost Aviation Needed!**

*by Dave Weiman*

OSHKOSH, WIS. – Attending EAA AirVenture at Oshkosh, Wisconsin is more than a job for Peggy and I. It is working with friends, experiencing aviation from the grassroots to the high tech, and hopefully making a contribution to aviation.

While Jim LaMalfa provided a good review of some of the attractions to AirVenture, please allow me to fill in the gaps with some personal observations, and news on events and activities I was personally involved with during the seven-day convention.

### **FAA Dedicates New Control Tower**

The Federal Aviation Administration dedicated its new air traffic control tower at Wittman Regional Airport during AirVenture. On hand for the ribbon cutting ceremonies was acting FAA Administrator Robert A. "Bobby" Sturgell, EAA President Tom Poberezny, FAA Great Lakes Region Administrator Barry Cooper, Wisconsin DOT Bureau of

**CONTINUED ON PAGE 47**





# WATA *Difference*

## WISCONSIN AVIATION TRADES ASSOCIATION

### Marathon Run To Private Pilot

by Woody Minar, CFII



Staff Sergeant Robyn Sveback with her flight instructor Woody Minar.

It was mid-April when I walked into the office of Osceola AeroSport at the airport in Osceola, Wis. (KOE) when co-owner Carolyn Johnson exclaimed, "We got an email from someone in England who wants to get her Private Pilot license in three weeks!" I am always up for a challenge, but I was not sure what to expect.

After several phone calls and numerous emails across the pond, it was obvious that I was about to experience a high like never before.

Staff Sergeant Robyn Sveback, a 26-year-old resident of Amery, Wis., and now an eight-year veteran in the U.S. Air Force stationed at RAF Mildenhall, England, was coming back home on leave to run in Grandma's Marathon in Duluth and then start her flight training.

I offered no guarantees. BUT, if she was ready to pass her knowledge test when she returned to the States, then pass her physical, grasp the requirements of flying, memorize and understand the multiple possibilities of questions for the oral, understand airspace and weather

requirements, study during her remaining waking hours, and if the weather cooperated (we're talking summer in Northwestern Wisconsin), we might be able to get it done before she returned to England.

We agreed to give it a try. I mailed her all the study materials and training aids I could find. This was the start of our instructor-student long distance ground training.

On June 23<sup>rd</sup> she showed up for her flight training. It was obvious she had studied hard while in England; after all, it was something she committed herself to complete. We had our first lesson that morning and the mid-day thermals were at their peak already. That first flight in the Cessna 150 was one neither one of us will never forget – the rocking, rolling, and pitching from the thermals, not to mention her death grip on the yoke. Her verbal exclamations of perceived fear calmed down somewhat when we started the ground reference maneuvers and initial aerial work. That afternoon she passed her physical. Later that evening we had



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a glorious, half moon, smooth air night cross country to Eau Claire and Rice Lake and did the required 10 night landings. Two days after the summer solstice, getting to bed at two o'clock in the morning felt good! Her daytime fears of terror turned to a calm bliss that night... until we did stalls the next day.

Robyn soon got used to the bumps in the sky and the conversation turned to one of jovial enjoyment... until she did spins, barrel rolls, loops and unusual attitudes with co-owner Dick Johnson in his Decathlon. Once on the ground, whether she was delirious or not, she wanted to do them again. ... and again after we did stalls the next day! Was she nuts?

A week went by and we were working on the maneuvers hard and trying to get the landings down well enough to solo. I was about ready to call it quits for the day as it appeared she was getting tired. So we made one more landing which was pretty good. "Let's quit on a positive note." To my surprise, she said, "Can we do another?" "If you want to, we've already done ten, though." So we departed and she greased the next landing. I never saw such a big smile on anyone's face. She said, "I got it! I got the sight picture you have been telling me about!" We did five more landings and they were all perfect!

The next day, we went to Rush City, Minn., because the wind was favoring Rwy 34. We did a half dozen landings before we were both ready for her first solo. She greased the first one in front of a waiting 172 at the hold short line. "Very nice!" was heard over the radio from the pilot. Some crosswinds came up after an hour or so and she handled them well, but it was time to return to Osceola.

The flying Gods were with us the following day – beautiful, sunny, calm winds, and no thermals. After three more hours of supervised solo and a lunch break, I sent her on her short cross-country. Jubilation! The next day the weather was the same. Just two days after that first solo, she went on her long cross-country of three hours. Thinking she might be tired, we had lunch and we were going to do some ground. Instead, she said "Let's do the tower landings today." Off to Anoka we flew. I'm getting tired just watching her, but she has the common sense to know when enough is enough and she showed no signs of fatigue.

It was now time to think about the checkride—all her requirements were met in ten days. Two weeks after she started, I called the DPE in Superior and the checkride was scheduled for a beautiful day four days hence. Robyn's checkride maneuvers were "spot on" as they say in England; she was ready.

The day before the scheduled checkride, we did one last simulated test. Whoa! What person invaded YOUR body? Nothing went right; I mean nothing. Checkride jitters – on both our parts. OK, let's take a break, regroup, and do some ground.

Meanwhile, Mark Nelson from Rush City called me

with a question. I took the opportunity to put him on the speakerphone and asked him "When you take your students up for a simulated checkride the day before the big event, what are their maneuvers like?" "They suck!" I think that's all the confirmation Robyn needed. I told her to have fun with this – flying is fun; have fun on the checkride. Her maneuvers were spot on after going back up for the final time that afternoon!

We met at 7 a.m. to prep the plane, finish her checkride cross-country planning, and cover any last-minute details. Not a good day for weather, though. If one could believe the TAF for Duluth, we were supposed to run into heavy rain on the way to Superior, clear up, and then start raining around noon with storms coming. Good; the checkride would fall right into that window IF the TAF was correct. When was the last time THAT happened?

The checkride got off to a late start, but once going, she was doing well and there were little or no signs of nerves from her or me. Then the flying – off she went taking off into some light rain (a new experience) and acceptable ceilings. I waited for more than an hour like an expectant father. Having taken students to nearly 40 checkrides in the last five years, I was just as nervous for this student as the first one.

Robyn and the DPE came in for the required landings; they took off and I never heard from them again. Where did they go? I didn't know what to think. Well, they had landed, parked the plane out of sight on the other side of the gas pump, and walked around to look at some other planes before nonchalantly strolling in to give me the good news.

Eighteen days from start to finish! Robyn Sveback, who had never taken a flight lesson before, completed her mission with a week to spare. And, as with every other pilot who has taken a checkride, she asked, "What's next?"

Oh, and besides running a personal best time in her fourth Grandma's Marathon of 26.2 miles, she found out during her training that she was promoted to Tech Sergeant. Congratulations Robyn! □

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# Aeronautics Report

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## Factors To Consider When Making Weather Decisions

*by Jeffery Taylor*

*Aviation Education Consultant  
WisDOT Bureau of Aeronautics*



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

We often ask ourselves: Should I fly into the weather conditions that flight service is reporting or forecasting as marginal? Should I take off, even though I'm not comfortable with the way the weather looks? These are questions that all pilots have asked themselves at some point in their flying career. They're very important questions, too, because the safe outcome of a flight may depend entirely on how they're answered. Unfortunately, the answers can never be cut and dried. Sure, it's possible to come up with some general rules of thumb concerning hazardous weather and what to avoid, but that's not enough. Accident reports continue to describe situations where pilots knowingly took off into thunderstorm conditions or equally bad weather. So, rules of thumb, such as "don't fly through an area defined in a convective sigmet," while good advice indeed, doesn't always seem to translate into real-world application. The go/no-go decision is, of course, a matter of pilot judgment. While weather conditions are important ingredients in the decision, they're not the only considerations. The other variables are the pilot, the aircraft and its equipment, and the geography along the proposed flight path.

First, let's consider the weather. We all know it's changeable. We know that forecasts can be incorrect, and we know to be prepared for unanticipated adverse weather by constantly having an alternate airport in mind. But each weather situation is different. The go/no-go decision may



be clear-cut, in which case the decision is easily made, but it may also be quite indefinite, in which case the decision can be stressful.

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

Here, the decision is easy: Don't go. But, what about situations where things aren't so definite? Let's say an icing



scenario involved cloud tops reported at a relatively low altitude, and there are no PIREPs confirming actual icing encounters. The cloud bases are right at the minimum enroute altitude, which would keep you clear of any high terrain. Here, icing would seem to be less of a factor – but a possibility nonetheless. You might be able to climb to ice-free conditions on top, or scoot beneath the cloud deck. It's a setting where you'd definitely want a safe, alternate plan of action ready in case things turn sour and your PIREP is the first of the day.

For a second scenario, let's say that a high-pressure center has moved over your proposed route. Ordinarily, high pressure means good weather. But, what if overnight temperatures drop to the dew point and dense fog forms in valleys and your destination airport is next to a river, surrounded by high ridges? The forecast calls for the fog to burn off, but at daybreak, your destination is zero-zero in fog. It's wintertime, so it's been a long, cold night, and the sun won't burn so high in the sky as the day progresses. Will the fog really burn off by the time you plan to arrive? That may be difficult to predict, even for an experienced meteorologist, so this situation is a tougher call.

We could list an infinite number of these kinds of tough-call weather scenarios, but in the end, the go/no-go decision should depend on the variables mentioned earlier. Let's go back to the icing situations. In the first scenario, the weather is confirmed bad. Now what about you, the pilot? (We'll presume that you already meet the IMSAFE launch criteria: free of illness, medication, stress, alcohol, fatigue, or emotional upset.) Are you instrument-rated, current on instruments, and experienced and comfortable in flying in those conditions? If so, fine. In the second scenario, conditions seem more favorable. If the pilot is instrument-current and has planned an escape route, the flight may not be unduly complicated – that is, if all other

available sources of information indicate a go.

You must also consider the aircraft? Is it approved for flight in known icing? Does it have the kind of performance that will let you climb above the clouds? Does it have the necessary system redundancies to let you continue flying safely in the event of a component failure? Let's say your aircraft doesn't have these requisites. In this case, end of discussion – it's a no-go for the first icing scenario. But in the second scenario, the airplane may be suitable for the flight.

Geography will also be a factor. We know it's mountainous in the first scenario, so that earns another no-go vote. The pilot's good, but the weather, aircraft, and geography argue for waiting. In the second icing scenario, flight at the MEA might provide an adequate margin against flying into any ice-laden clouds. But, if the airplane does enter clouds, and does ice up, the quality of the terrain below will have everything to do with the go/no-go decision. If it's flat and the minimum obstruction clearance altitude permits a descent, this could be a way out of the situation, especially if above freezing temperatures exist below. If there is high terrain below, play it safe, and just say no.

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

person at the other end of the phone may be totally unqualified to provide forecasts. Another decision could be to locate a nearby fog-free airport, land there, and wait out the fog at the destination. But, if it's your first trip to the area, locating and landing at an alternate airport can add to the stress level. What to do? It's up to you, and the decision can be agony. Will the fog burn off in time? Will you recognize the airport surroundings if it's VFR but there are patches of low clouds nearby? Should you just set up a waypoint and circle the area VFR, above any fog layer, until it lifts? What if it doesn't lift? Will you have enough fuel to go to an alternate with good VFR? As with anything connected to weather, the questions could go on and on, and there will be few definite answers. I recall a student about to go on a cross-country who called me after performing a meticulous job of preflight planning. She was concerned about the weather, which mentioned turbulence and strong surface winds. "I know it's going to be good VFR and all," she said, "but I just don't feel good about it."

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

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

So before answering the "go or no-go" question, think long and hard about the weather at hand, the weather along your intended route, and the skills and tools you have to deal with these elements. More often than not, you'll realize that if you have to ask tough questions, the answer will be quite simple.

**CONTINUED ON PAGE 52**



THE STATE OF MINNESOTA PROVIDES THIS TECHNICAL BULLETIN IN THE INTEREST OF AVIATION SAFETY  
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**Gary E. Workman, Director**

**Dan McDowell, Editor**

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## Fall Splendor & Safety Awareness

by Gary Workman

Director, MNDOT Office of Aeronautics

It seems like summer just got started, but the first signs of fall's splendor are already upon us. Soon the warmth of the day will quickly give way to cool, crisp evenings. But the beauty that abounds in this changing season is the very reason we all want to live here.

Fall is amazingly beautiful in Minnesota and the upper Midwest region. The myriad of changing colors across the state, beckon to the flyer. What better way to see fall splendor than by air?! There will be vistas of green entwined with rivers of color as the hardwood trees mix with the great pine forests. The prairies will be a vast expanse of undulating golden hues. Even the cities will have eye-catching pockets of color amidst the areas of commerce, and of quiet living.

All this can only be truly appreciated and seen on a



grand scale from the air! It is visually spectacular and well worth flying to see it! But flying in this season still requires sound planning and an awareness of the changing conditions.

We must adjust our thinking to remember that frost and black ice will once again be apart of the norm in this area. These ice elements can be deadly in an attempt to get into the air, and black ice can cause serious problems on the ground.

We should also remember to be alert to conditions where these elements form, whether on the highway, taxiway, or runway. This is a perfect time to review the cold weather procedures, as well as the proper frost and ice removal methods for your aircraft.

Practice heightened vigilance on and off the airport. The sky may be big, but there is a very good chance someone else may be flying and they, like you, are simply enjoying the flight and the chance to see the colors!

Now, let's all enjoy our beautiful fall and the spectacular colors that will abound, but let's always remember the importance of being consistently safety conscious and making safe actions our number one priority. □



## Prepare To Share The Story

by Dan McDowell

Articles previously published in this magazine and specifically in this Technical Bulletin have often urged aviators and aviation enthusiasts to go out

and educate their local community and county leaders about the value and importance of aviation. Some people have tried sharing information, and some in their zeal have been unprepared for that sharing (meeting) despite their enthusiasm. So, here are some suggestions to help everyone be better prepared to go out and tell the story about aviation in their community.

Many people dread having "the big meeting" and in their anxiety and worry about their pending performance, they begin to break under the self-imposed pressure. Fortunately there are a number of things anyone can do to improve their performance and reduce their fears and anxieties, and to get the message across in a clear and complete manner. Eight "helpful" actions are presented here.

**1. Be prepared:** This may sound obvious, but it simply means you should be well informed and have a good understanding of the subjects you plan to discuss at the meeting. You should be ready to discuss your subjects with confidence and in a professional (business-like) manner. You should have appropriate support materials and

handouts ready and available.

**2. Rehearse:** Make time the night before you have the meeting to go over everything you plan to present and discuss. By doing this you can not only become more comfortable with your own words, but you might find, as you hear it, a better way to get a point across by using different phrasing. Note the time it takes to give your presentation. Keep it to a comfortable length. Imagine yourself in the audience and you know very little about the subject. Now think about what you have to present. Edit it if necessary to a length that provides adequate information or the most important information. Consider including the supplemental information in a handout. Be respectful of the audience's time and level of understanding of the subject at hand.

**3. Speaking with enthusiasm:** Taking this fact with a grain of salt (and a bit of humor), it is said, (somewhere on the Internet), that listening to a boring speech burns approximately 88 calories per hour...about the same as watching paint dry. The point is when giving your presentation, do so with enthusiasm at a point that demonstrates your passion for the subject without making it appear contrived or overdone. Keep your enthusiasm at a business-like level. Putting it plainly, try not to bore your audience.

**4. Prepare for objections and questions:** Anticipate objections and questions and be prepared with the information to address them with calm and knowledge-based responses. Bear in mind that many people who do not understand the value that aviation brings to the community may initially be less than enthusiastic about aviation and airports. They may have a mind-set of airport noise issues, etc., but this is your opportunity to help inform them with solid facts.

**5. Be confident:** Make sure you are calm and confident when it is your turn to present. If you have rehearsed your presentation, you should be comfortable with your words

and the support materials that you include. Try to be as positive as possible throughout your presentation. Avoid negativity whenever possible. When strong negative items must be addressed, do so with controlled emotion and confidence. Pay attention to your tone and body language. Avoid standing with your hands in your pockets or with your arms crossed in front of you.

**6. Business dress:** If you are presenting on behalf of a specific company or organization for instance, you may be asked, or choose to wear the "company" uniform. If you are representing a broader cause, as in informing your community leaders about what aviation brings to everyone in that community, then it is suggested that you do so in business attire. Avoid wearing jeans or clothing and accessory items with prominent brand logos. Always wear clean dress shoes with appropriate socks or hosiery.

**7. Eliminate jargon:** Aviation is full of acronyms and jargon. Keep in mind that while you and other aviators understand those things, the community leaders and those who are not active in aviation may not have a clue what it means. Do everything possible to remove jargon and acronyms from your presentation. If you have to use either jargon or acronyms, be sure to include an adequate explanation of what they mean. If you have handouts, it is helpful to your audience to have a listing of the acronyms and their meaning, included.

**8. Acknowledgement:** Close your presentation, as is appropriate, with an acknowledgement of the person or persons you were addressing. Be sure to thank them for their time and for the opportunity you had to share important aviation information with them. Finally, offer to return if they request additional information or guidance.

If these tips were followed, you can be confident that the image and information you have presented were done so properly and given in the best spirit. Once you have been through the process of presenting, you will find that the next time it will be much easier to prepare to share. □

## AIR RACES

### Fly Low - Go Fast - Turn Left!

BLAINE, MINN. – The air racer "SAWBONES," is now based at Anoka County-Blaine Airport in Blaine, Minnesota, and participated in this year's "Reno Air Races." The 1949 Hawker Sea Fury owned by Robin Crandall, was flown by Ray Dieckman in the "Unlimited Class" at this year's Reno National Championship Air Races in Reno, Nevada. The races were held September 10-14. Crandall recently purchased the aircraft, which was originally a British fighter/bomber. It has been modified with a 3000 hp, 18-cylinder Wright "Cyclone" radial engine. The aircraft can fly 420 mph in level flight and should be competitive in the Unlimited Class.

Owner, Dr. Robin Crandall, is an orthopaedic surgeon, so it was only fitting to name the aircraft "SAWBONES."



Experienced race pilot, Ray Dieckman, flew the aircraft throughout the races. The 10-man pit crew was made up of aircraft mechanics, a ground transport team and marketing and logistics members. □



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- 4 **STURGEON BAY (SUE), WIS.** - Fall Color Fly-In at Door County Cherryland Airport 8-11am. 920-743-6082.

- 4 **RIO CREEK (I28), WIS.** - Fall Color GPS Search Tour at Walter's Agri-Center Airport 8am-2:30pm. 920-837-7777.
- 4\* **EAU CLAIRE (EAU), WIS.** - Pancake Breakfast. Rain date 5th. 715-877-2406.
- 4\* **RICHLAND CENTER (93C), WIS.** - Fall Colors Fiesta Fly-In & Classic Car Drive-In 8am-6pm. Pancake Breakfast & Lunch. Family activities all day. 608-647-5029 or 608-604-6515.
- 5 **IOLA (68C), WIS.** - Fall Color Fly-in & Chili Dinner 8am-3pm at Central County Airport. 920-596-3400.
- 11 **MOUNT MORRIS (C55), ILL.** - Pig Roast "Pork & Pie" Feast Noon-4pm at Ogle County Airport. 815-732-6930.
- 11 **OSHKOSH (OSH), WIS.** - Chili Bash - bring your favorite batch of chili and/or a dish to pass 3pm. [www.eaa252.org](http://www.eaa252.org)
- 12 **ALPENA (APN), MICH.** - Fly-In Lunch 10:30am-1:30pm. [www.gaascho.net/eea](http://www.gaascho.net/eea)
- 12-16 **MEMPHIS, TENN.** - Illuminating Engineering Society (IES) Aviation Lighting Seminar at Peabody Memphis Hotel. 662-869-8655. [www.iesalc.org/](http://www.iesalc.org/)
- 18\* **CRETE, NEB.** - Pancake & Omelet Breakfast.
- 18\* **LEE'S SUMMIT (LXT), MO.** - Pancake Breakfast 7:30-Noon. 816-358-1458.
- 19 **WATERVLIET (40C), MICH.** - Chili-Hop Fly-In 11am-4pm. Fall Color Hayrides. 269-463-

5532.

- 19 **TAYLORVILLE (TAZ), ILL.** - Fly-In Breakfast 7-11am at B&L Hangar. [www.eaa1315.com](http://www.eaa1315.com). 217-243-5824.
- 19\* **JACKSONVILLE (IJX), ILL.** - Grilled Pork Chop Dinner 11am-2pm.
- 25 **DECATUR (DEC), ILL.** - Chili Day Fly-In 11am-2pm. 217-795-2393.
- 25 **OSHKOSH, WIS.** - Wisconsin Aviation Hall of Fame Induction Ceremony will be held in the Eagle Hangar of EAA AirVenture Museum. 608-339-7191/715-832-6379.

## NOVEMBER 2008

- 1\* **CAMBRIDGE (CBG), MINN.** - Annual Toy Drive & Chili Feed 9am-5pm. Bring an unwrapped toy or a cash donation for a toy for Tree of Hope & enjoy some free chili. 763-552-4359. (Toys are flown to Mn hospitals during the holiday season.)
- 1-2\* **OSHKOSH, WIS.** - Flight Instructor Refresher Course (FIRC) FAA Safety Center. Judy at 608-266-8667
- 5-8 **SAN JOSE, CALIF.** - AOPA Expo. [www.aopa.org](http://www.aopa.org)
- 15\* **CRETE, NEB.** - Pancake & Omelet Breakfast.

## DECEMBER 2008

- 6 **COTTAGE GROVE (87Y), WIS.** - Chili Fly-In 11am-2pm. [zflyer2@yahoo.com](mailto:zflyer2@yahoo.com)

## FEBRUARY 2009

- 2\* **BRODHEAD (C37), WIS.** - Ski-Plane Groundhog Chili Fly-In 11am-2pm.
- 14\* **OCONOMOWOC, WIS.** - Mechanics refresher and inspection authorization (IA) renewal seminar at the Olympia Resort & Conference Center. Contact [tamera.weaver@dot.state.wi.us](mailto:tamera.weaver@dot.state.wi.us) or 608-267-7110.
- 25-27\* **SIoux FALL, S.D.** - Tri-State Convention, MAAA, NDAAA & SDAA at the Sioux Falls Convention Center & Sheraton Hotel. Contact 605-765-2105. [sdad@sbtc.net](mailto:sdad@sbtc.net)
- 26-28\* **ATLANTA, GA.** - International Women In Aviation Conference at Hyatt Regency. [www.wai.org](http://www.wai.org).

## MARCH 2009

- 8-10\* **BISMARCK, ND** - Upper Midwest Aviation Symposium at the Ramkota Inn. 701-328-9650.
- 16-17\* **ST. PAUL, MINN.** - Aviation Maintenance Technician's Conference at the Crowne Plaza St. Paul-Riverfront Hotel.

## APRIL 2009

- 21-26\* **LAKE LAND, FLA.** - Sun 'n Fun Fly-In. [www.sun-n-fun.org](http://www.sun-n-fun.org)
- 22-23\* **WEST DES MOINES, IOWA** - Iowa Aviation Conference at Sheraton West Des Moines Hotel. For info contact Sue Heath at 515-727-0667 or [sheath@associationinsight.com](mailto:sheath@associationinsight.com).
- 25-27\* **ST. CLOUD, MINN.** - Minnesota (MCOA) Airports Conference.

## MAY 2009


- 1-3\* **BRAINERD, MINN.** - Minnesota Seaplane Fly-In at Cragun's.



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### **PIPERJET FROM PAGE 33**

Kromer attributes a lot to Piper President and CEO James K. Bass for the company's new advances. He also has the highest regard for former Eclipse CEO Vern Rayburn who stepped down from the company just days prior to EAA AirVenture. "Eclipse started with nothing and turned nothing into an airplane."

"Not all VLJs will make it," said Kromer. "I will put my money on companies with existing airplanes. (Piper's longevity) has a lot to do with our customers who stayed with the Piper product. The PiperJet has 200 orders to date, 150 of which are dealer

positions.

"I believe in the dealer network," said Kromer. "When you get the dealers fired up, that momentum will move product." Piper dealers have sold 101 Matrix's this past year, 53 of which were Meridians.

Flight training for the PiperJet is up for bid, although SimCom does all of Piper's training at the present time.

To watch video footage of the maiden flight of the PiperJet, go to <http://www.piper.com/piperjet/>

Meeting with Bob Kromer and I was John Lowe of Des Moines Flying Service, Piper's top dealer, and the Piper dealer serving the Midwest.

For additional information on the PiperJet, contact Des Moines Flying Service or Chicago Piper at 1-800-622-8311.

Piper Aircraft is the only general aviation manufacturer to offer a complete line of aircraft for every general aviation mission, from trainers and high-performance aircraft for personal and business use, to turbine-powered business aircraft. In its 71-year history, Piper has produced more than 144,000 aircraft and developed more than 180 different models. Piper covers the global marketplace with 80 sales and service centers worldwide. □

### **EAA FROM PAGE 39**

Aeronautics Director David Greene, FAA Wisconsin District Air Traffic Manager Wanda Adelman, and others. Cutting the ribbon was Winnebago County Executive Mark Harris. The tower stands 141 feet from the ground to the top of the roof antenna, compared to the old tower, which stood 60 feet tall. The original tower was built in 1963 and cost \$150,407. The new tower was built by Neenah, Wis.-based Miron Construction Company for \$5.6 million.

### **Meet The Boss!**

During the "Meet The (FAA) Boss" forum, the crowd size was down significantly from 2007, because the "user fee" issue has been put on hold for the time being. But first, so you know where the FAA Acting Administrator is coming from on various issues, let's review his background.

Bobby Sturgell was named FAA Acting Administrator on September 14, 2007. He had been FAA's Deputy Administrator since 2003, and he is highly respected within the aviation community for his aviation background and knowledge of the system. For the most part, aviation trade groups would like to see him appointed the administrator.

Before joining the FAA, Sturgell was the senior policy advisor at the National Transportation Safety Board (NTSB). He was the focal point for analysis and coordination of NTSB's safety recommendations, policies, programs and safety initiatives.

Sturgell came to the federal sector after flying for United Airlines, where he was a flight operations supervisor and line pilot. He flew the Boeing 757 and 767 on domestic and international routes. He also practiced aviation law in Washington, D.C.

A former naval aviator, Sturgell was an instructor at "Top Gun," the Navy's Fighter Weapons School. He has flown the F-14, F-18, F-16 and A-4. Sturgell is a graduate of the U.S. Naval Academy and the University of Virginia School of Law. He retired from the Navy as a commander. Sturgell, his wife Lynn and son reside in the Washington, D.C. area.

In opening remarks, Sturgell recognized that the 30,000<sup>th</sup> homebuilt aircraft has been certified.

EAA President Tom Poberezny acknowledged FAA's cooperation since EAA started the homebuilt movement.

During a question and answer period, an EAA member asked the acting administrator if he liked the "user fee bill" as written. Sturgell responded by saying: "Let's see how the industry changes over the next

six months. I don't suggest continued extensions for FAA funding. We want a cost-based system, but we don't want to hurt non-FAA controlled airspace airports."

Another EAA member raised concerns about the cost of airport security to communities with small general aviation airports. Poberezny noted: "We can't afford the security that the Homeland Security Agency wants, especially at small airports. We are losing the very freedom we strive to protect because we can't afford the cost of security."

### **Celebrities Attend AirVenture To Support Young Eagles**

The opening-night concert featured the group "Foreigner;" there was an appearance by ventriloquist Jeff Dunham; and a concert performance by Gary Sinise's "Lt. Dan Band."

Actor/pilot Harrison Ford returned to AirVenture this year, after his absence last year to film "Indiana Jones." Ford is the chairman of EAA Young Eagles, and helps to emcee the Young Eagles Auction each year.

Joining Ford this year as a guest speaker was John Travolta, who flew his immaculate Boeing 707 to the convention. His last visit to AirVenture was 28 years ago, when he flew his Jet Commander to the convention.

Both Ford and Travolta were interviewed at EAA's outdoor movie theater and during special events. Travolta emceed a showing of his motion picture "Broken Arrow" August 1 in which he and Christen Slatter played Air Force pilots, with Travolta the bad guy, and Slatter, the good guy.

Travolta told his fellow EAA members before the start of the movie that he has owned 17 airplanes, or as he said, he has been fortunate to have "relationships" with 17 airplanes, and has earned eight jet type ratings. Travolta purchased his first airplane – an Ercoupe – in 1974, which he later gave to his flight instructor as a gift. When Travolta learned that he had sold the airplane because he needed the money, Travolta told him that he liked the airplane, and would have rather kept it and given his friend the money. The same thing happened with a Ford Mustang he owned. He gave it to a friend, and the friend sold it. Travolta now vows never to make that mistake again, even though interviewer, Skip Lehman, promised never to sell anything he would give him.

Travolta also put down a down payment of \$400.00 for a BD5 micro plane to hold his position in the production schedule. When the company failed, he lost his \$400. "All I got for the \$400.00 was a brochure," said Travolta.

Among the jets Travolta currently owns is the Boeing 707, a Gulfstream G2, and an Eclipse 500, which he has had for a year, and compares its mileage to the mileage of a Sport Utility Vehicle. He said that he liked the economy of the aircraft, and valued his friendship with former CEO Vern Rayburn, who Travolta sold his Constellation to 25 years ago. "Vern will go down in history for this incredible airplane," said Travolta. Travolta remembers growing up in New York and seeing Constellations, DC6s, and DC7s flying over his home to land at La Guardia. He attributes seeing these airliners fly for giving

him his initial desire to become a pilot. But like many other would-be pilots, Travolta did not complete flight training all at once.

Travolta started taking flying lessons three different times and quit each time, because his flight instructors did not have a passion for flying. When his third instructor (a furloughed United Airlines pilot) learned that Travolta was quitting again, "he cried," said Travolta. "I knew then that I had found a passionate instructor."

Commenting on the future of aviation, Travolta said: "We are in a time in history when there is a lack of interest in aviation. It's not as natural now as it was for us as kids. The Young Eagles program is working to get thousands of kids interested, however," and Travolta sees that as a very good thing for aviation.

"When I look out the window of my house, I see my 707 and G2. When we were kids growing up watching the 'Jetsons' on television, we were all supposed to have an airplane in our backyards." I sensed that Travolta still hopes that day will still come.

In 2003, Travolta flew a Qantas Airline Boeing 747 around the world to encourage people to get back flying (as passengers) after the events of September 11, 2001.

During AirVenture, Travolta got to fly the EAA Ford Tri-Motor with his son, "Jet." Travolta was also introduced to the Lockheed F/A-22 Raptor demo pilot who he referred to by his first name, "Max," and they each took a special liking to one another. "Watching Max perform during the show was like watching my son. When he did a tail-slide, I said to myself, 'don't do that Max,' concerned for his safety. Watching him perform was a highlight of my day."

### **Jetpack Jumpstarts**

The Martin Jetpack made its first public flight while at EAA AirVenture 2008 on Tuesday. The actual flight lasted seconds and was confined to a

few feet off the ground, with handlers gripping the device even as 16-year-old Harrison Martin manipulated the controls.

### **EAA & Aero Friedrichshafen**

A relationship between EAA and the European trade show, Aero Friedrichshafen was announced. This alliance will further advance the cause of the overall general aviation industry globally, and open up additional business opportunities for EAA members in the expanding European marketplace. Additionally, this venture will allow EAA to provide new benefits and services to its worldwide members, as well as expand the EAA message and brand globally.

Making the announcement was EAA President Tom Poberezny, and Aero Friedrichshafen Project Manager, Thomas Grunewald. Aero Friedrichshafen will be held April 2-5, 2009 in Friedrichshafen, Germany, and Grunewald extended an invitation to all EAA members to attend as their guests. For additional information refer to [www.eaa.org](http://www.eaa.org) and [www.aero-friedrichshafen.com](http://www.aero-friedrichshafen.com).

### **Daily Airshows Among The Best!**

The daily airshows at EAA AirVenture may be lacking Bob Hoover, Leo Loudenslager, the French Connection, Duane Cole, Bill Barber, the Eagles Aerobatic Team, Jimmy Franklin, Bobby Younkin, Jim LeRoy, and many other mainstays that have either retired from performing, or who are no longer with us. But there still remains some big name performers such as Patty Wagstaff, The Pepsi Aerial Entertainers, Sean D. Tucker, modern military demos, warbird shows, and the Aeroshell Aerobatic Team to name but a few. Unfortunately, the Aeroshell Aerobatic Team featured only three T6 warbirds this year because team leader, Alan Henley, was partially paralyzed playing with his young children at home.



Now two months later, Henley remains hospitalized in his home state of Alabama and hospital bills are adding up, thanks to the limitations of most health insurance plans.

During EAA AirVenture, a computer was brought into Henley's room and he took cyber-delivery of the world's biggest get well card that read, "Get Well Alan!" in skywriting.

It was not exactly how they planned it, said Steve Oliver, who teams with wife Suzanne Asbury-Oliver as the Oregon Aero SkyDancers team. "We didn't know till hours later that Alan and (his wife) Jennifer watched the skywriting in real-time," he said. "Our original intent was to capture it in photos and video to send to them to cheer them up. But the way everything came together was incredible! At that moment, everyone on the grounds, in addition to the aerobatic community, was thinking of Alan and wishing him well."

A foundation to help defray Alan Henley's medical expenses has been established. Please visit [www.caringbridge.org/visit/alanhenley](http://www.caringbridge.org/visit/alanhenley) for more information.

### **Comments by Tom Poberezny**

EAA President and AirVenture Chairman Tom Poberezny told members of the National Association of State Aviation Officials (NASAO) and members of the press, that 90 days prior to the convention, he was concerned as to how attendance would be because of fuel prices and the economy. But EAA's diehard members find a way, because they have the will and the desire to be there.

"It's been our greatest convention to date," said Poberezny. "The depth of programs has exceeded our expectations, and the overall attitude of people has been the best ever!"

"The concern was that 2008 would be less than a banner year, because of questions and challenges in areas such as fuel prices and the economy, but it turned out to be an overwhelming week. Each day on the grounds was

filled with outstanding activities that made every day at AirVenture a unique event in itself. This year's 'Oshkosh' was the shot of enthusiasm, inspiration, and economic boost that aviation needed."

Poberezny continued: "This year's attendance held steady for a variety of reasons, including superb weather, the substantial number of outstanding programs, a large number of aviation innovations unveiled at Oshkosh, and the importance of EAA AirVenture to the aviation community. Initial exhibitor response indicates that the majority of exhibitors reported good to record-setting sales, and there are 5.2 miles of airplanes at AirVenture this year. Why? It's the program offerings, the marketing and communications, and it's the relationships that form at AirVenture year after year. AirVenture is a passion... it's an emotion."

In noting an example, Poberezny told the group about a father and son who flew their warbird to AirVenture, and rather than post a sign by the aircraft saying, 'Please Don't Touch!,' they instead posted a sign stating 'Touch Me!' "They allowed 2,000 people to climb the stairs and look inside the cockpit. There's a difference between an event and participation," said Poberezny.

Poberezny described some of the programs for children, like "Kid Venture" next to Pioneer Airport. "Twenty-two thousand kids have been exposed to aviation this week alone," he said.

"EAA has become a year-round activity. Never in our family's dreams did we ever expect that Oshkosh would be what it is today."

Poberezny challenged his audience to think of what aviation would be like without EAA. "We have to keep raising the bar, and we have to do more. We have to address issues before they become problems. All aspects of government are here, and we have learned that we can do more (for aviation) working with government than separately."

### **A Sneak Preview To AirVenture 2009**

"We are already looking forward to 2009 with the expected attendance of Virgin Galactic's 'White Knight Two' space vehicle, a reunion of participants from Concorde's five visits to Oshkosh over the past 25 years, and a salute to mission aviators who perform humanitarian work around the globe," said Poberezny.

"Visitors in 2009 will also begin to see additional amenities and site upgrades that will make EAA AirVenture 2009 an even better experience and value as The World's Greatest Aviation Celebration." EAA AirVenture 2009 will be held July 27-August 2. Mark your calendars now to attend!

### **EAA Founder Paul Poberezny**

Speaking following his son's presentation, EAA Founder Paul Poberezny spoke of the innovation that has come from AirVenture. "It's a lot of fun, and we can do anything," said Poberezny.

He recalled sending out 30 invitations to people to meet at Milwaukee Timmerman Airport on January 26, 1953, to consider forming an organization. "The people there elected me president," he said, and the rest is history which will be preserved in a special wing of the EAA Museum called the "Founder's Library." See [www.EAA.org/FoundersWing](http://www.EAA.org/FoundersWing) for additional information.

### **Final Statistics**

Attendance: Estimated 540,000 - A slight decrease from 2007 and nearly equal to 2006.

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

Total showplanes: 2,516. That figure includes 972 homebuilt aircraft, 822 vintage airplanes, 404 warbirds, 114 ultralights, 131 seaplanes, 40 aerobatic aircraft, and 33 rotorcraft.

Commercial exhibitors: 797 (up slightly over 2007).

International visitors registered: Up nearly 25 percent, with 2,128 visitors registered from 71 nations, with Canada (492 visitors), Australia

(299) and Brazil (186) the top three nations. (NOTE: This total includes only non-U.S. visitors who register at the International Visitors Tent, so the actual international contingent is undoubtedly larger.)

Total estimated campers (fly-in and drive-in camping areas): More than 37,000.

Media: 865 media representatives on-site, from five continents. □

## First-Time Flight Line Volunteer Vows To Return To AirVenture-Oshkosh In 2009

OSHKOSH, WIS. – “Oshkosh is always great,” says first-time flight line volunteer, Joy Leineweber of Lone Rock, Wis., “but I never realized how much fun it would be to volunteer until this year. I signed up with the Vintage Aircraft Association (VAA) and they put me on the flight line!”

While familiar with airplanes, and the wife of a pilot and aircraft owner, Leineweber had no previous training on flight line operations, but took quickly to the instructions given by VAA personnel. “They were very

professional,” she says, “and I learned a lot in a hurry.” A quick learner, and always up for a challenge, Leineweber soon found herself with increasing responsibility as she earned the trust of the flight line bosses. By the time the week was over, she had more than 30 volunteer hours to her credit, plus a volunteer’s mug, hat and T-shirt, which made her feel proud.

“I will be back again next year,” the elementary school teacher promises, “and I’m looking forward to getting back out with the other VAA flight line volunteers.”



EAA volunteer, Joy Leineweber of Lone Rock, Wisconsin.

## ASK PETE

by Pete Schoeninger

**Q:** What do you think is going to happen with the LSA movement and how will it affect traditional FBOs?

**A:** I think with any mention of LSA, we all have to say thanks to the folks at EAA who persevered and got these regulations in place. Like any new industry, probably some of the new LSA manufacturers will not survive, and there will probably be some “tweaking” of the regulations. What I’ve seen so far is that the press on LSA has created new interest in learning to fly, and anything that provides fresh prospects into an industry is a good thing!

**Q:** A recent ad stated that a rancher owned an airplane, which “flew monthly,” but it had been “awhile” since an annual inspection. Can people in remote sites “stretch” an annual inspection?

**A:** Absolutely not...and if they did, I sure would not advertise it!

Send questions to [Pete.Harriet@gmail.com](mailto:Pete.Harriet@gmail.com)

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## **IFR SHORTCUTS FROM PAGE 31**

the West Coast, but controllers in the flat lands sometimes have a tough time dealing with it. I remember making that request with a Chicago Center controller and he just didn't get it. His reply to my request was, "You want to cancel IFR?" When I said no, and repeated my request, he came back with "You are either VFR or IFR. I don't know about VFR-On-Top." This guy needed to come up to speed with procedures. Later that flight the controller that I was working said that Chicago Center called and apologized. The supervisor on duty must have given the controller a little remedial instruction.

The AIM states that you need to be above the minimum IFR altitude for your route of flight, but I have found that to be a personal issue with controllers. On the West Coast, it is commonplace to operate "VFR-On-Top" below the MEA (Minimum Enroute Altitude) and ATC accepts

this operation. Remember that the AIM is non-regulatory.

### **Contact Approach**

A little known and less used shortcut, the Contact Approach can be used effectively when weather conditions permit.

My home airport is served by an ILS approach to Runway 14 and a Localizer Back Course to Runway 32. Due to the high terrain in the vicinity, the minimums for the Back Course are very high.

Imagine that you are arriving from the southeast on an IFR flight. The most expeditious procedure would be to request a back course approach, however on days when the ceiling is below the minimums, this only leaves you with a long downwind vector past the airport to set up for the front course approach. Again, due to the terrain, this unfortunately adds more than 30 miles to your flight.

As you pass the airport on your downwind leg, you spot the airport through a large hole in the clouds. This is a perfect opportunity to put to use a request for the contact approach. Remember that you will need 1 mile of visibility and be clear of clouds to use this tool. Also, ATC will have to approve your request based on any traffic on the approach ahead of you.

Most of the shortcuts that I have discussed require that the pilot remain clear of the clouds so use the shortcuts, save fuel and fly safe!

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

Originally from Middleton, Wisconsin, where he owned "Morey Field" (now Middleton Municipal Airport), Morey now lives in Medford, Oregon where he continues to instruct in his 2008 Cessna 182T.

## **WISDOT AERONAUTICS REPORT FROM P. 43**

### **New WISDOT Sponsored Pilot Weather System**

Wisconsin's Department of Transportation has awarded a contract to provide WSI Pilotbrief™ weather briefing stations throughout Wisconsin. Beginning October 1, WSI will furnish Pilotbrief systems

at 93 locations throughout the state, in addition to providing access to the Pilotbrief Online™ internet briefing service for the 10,000-plus pilots residing in Wisconsin.

Both the airport-based and Pilotbrief Online briefing systems will feature WSI's new interactive map capability. The interactive map displays a global, pole-to-pole, high-resolution digital elevation

model with weather, hazard and route overlays. The map also features intuitive graphical briefing modes that walk the user through the process of choosing a route and obtaining a weather briefing. WSI Pilotbrief Online is a management solution offered by WSI that transforms weather information into safer and more efficient flight and airport operations. □

## **AWARDS & RECOGNITION**

### **Wisconsin Aviation Hall of Fame To Induct Six Aviators**

OSHKOSH, WIS. – The Wisconsin Aviation Hall of Fame will induct six men and women at a ceremony to be held Saturday, October 25, 2008 at the EAA Museum, Oshkosh, Wisconsin. Inductees include Jean Hauser, Robert Stuckey, Richard and Bobbie Wagner, Orland Corben, and John L. Wood.

Orland Corben and John Wood will be inducted in the Pioneer category. In 1931, Corben arrived at the failing North Street Airport in Madison, Wisconsin, hoping to revive it by bringing plans and parts of Ace Aircraft with him. He set up shop and built Corben Baby Ace, Junior Ace, and Super Ace airplanes.

John Wood helped establish what is now the Wausau Downtown Airport.

Jean Hauser was born and raised in Hartford, Wisconsin. She became the first deaf person in Wisconsin to earn a pilot certificate.

Robert (Bob) Stuckey served as a corporate pilot for Dairyland Power from 1950-72, flying executives and line patrols. He logged time in a reported 280 aircraft.

Richard (Dick) and Bobbie Wagner founded Wag-Aero in their basement in 1965 in Lyons, Wisconsin.

Tickets for the Wisconsin Aviation Hall of Fame are available by calling 715-832-6379.

The Wisconsin Aviation Hall of Fame was organized in 1985.

To learn more, visit [www.AviationHallofFameWisconsin.com](http://www.AviationHallofFameWisconsin.com).

## Airman Receives 30-Day Suspension For ADIZ Incursion, Even Though He Was Not PIC On Flight

by Greg Reigel

Attorney At Law

Reigel & Associates, Ltd./Aero Legal Services

**A**n airman received a 30-day suspension of his Private Pilot Certificate in the aftermath of an unauthorized incursion into the Washington, D.C.



Air Defense Identification Zone (ADIZ). In *Administrator v. Blum*, the FAA alleged that the airman violated FARs 91.139(c) (compliance with NOTAM), 99.7 (pilots must comply with security instruction issued for ADIZ), 91.131(a)(1) (ATC clearance required prior to entry into Class B airspace), and 91.13(a) (careless and reckless) during a flight in which he was receiving dual instruction from a certified flight instructor.

After a hearing, the Administrative Law Judge (ALJ) affirmed the FAA's order imposing a 30-day suspension of the airman's Private Pilot Certificate. The ALJ also rejected the airman's defense that he was eligible for a waiver of sanction based on his filing of an Air Safety Reporting Program (ASRP) report, since the ALJ determined that the violations were not inadvertent. On appeal, the airman argued that the FAA did not meet its burden of proving that he was the PIC on the flight and that the ALJ erred when he refused to accept the ASRP report. However, the board rejected both arguments.

The board observed that the FAA only needed to show that the airman operated or flew the aircraft in the Class B and ADIZ airspace. Since the airman admitted that he did, in fact, operate and fly the aircraft, the

board held that the FAA had proven the violation. (Although the FAA also tried to prove that the airman was the PIC, the board's precedent that an instructor is the PIC on an instructional flight, even though the instructor is not necessarily the pilot who operates the controls or directs the course of a flight, precluded a finding that the airman was the PIC).

With respect to the airman's ASRP affirmative defense, the board concluded that the airman had not met his burden of proving both the factual basis for the defense and the legal justification. In order to qualify for the ASRP waiver of sanction, a violation must be both "not deliberate" and "inadvertent." The board observed that "whether he intended to violate the FAR, respondent was not unaware

that he was flying into restricted airspace. That he chose not to ensure that he was complying with the restrictions and limitations of that airspace does not transform his actions from deliberate or advertent to not deliberate or inadvertent."

Finally, even though the airman did not raise an affirmative defense of reasonable reliance, and the board does not ordinarily entertain arguments not presented to it, the board determined that the airman did not meet the conditions of the reasonable reliance defense. It concluded that "as a qualified certificated pilot and, here, the flying pilot, respondent had an independent duty to comply with the requirements of the airspace in which he operated."

**CONTINUED ON PAGE 62**

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# SPORT PILOT - LIGHT SPORT AIRCRAFT



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## Stanton Airfield: Once A Dream - Now A Sport Pilot Reality



(UPPER LEFT) Father's Day Fly-In at Stanton Airfield, home of Stanton Sport Aviation, Inc.

(UPPER RIGHT) Kent Johnson, Stanton Airfield Manager, CFI, A&P, and factory-authorized Flight Design and Rotax maintenance technician.

(LOWER LEFT) Stanton Sport Aviation occupies the original and well-preserved WWII Civilian Pilot Training facilities once known as Carleton Airport, now on the National Register of Historic Places.

(LOWER RIGHT) Something old and something new, nosewheels and tailwheels too! A Sport Pilot-eligible Piper PA-11 and a Flight Design CTsw S-LSA.

*by Ed Leineweber*

**W**hat's the airport of your dreams? Here's mine: wide, long, crosswind grass runways; open airspace all around; quiet, rural setting, but close enough to the big city to bring business; lots of small airplanes,





including old taildraggers, gliders and shiny new Light Sport Aircraft; a big, old hangar with massive sliding doors that harkens back to aviation's Golden Age; clear, blue skies, puffy white clouds pushed along on a light, steady breeze; and, of course, a crowd of pleasant aviation people with aeronautical activity underway everywhere. Fortunately, such scenes actually exist in the waking world. Case in point: Stanton Airfield, Stanton, Minnesota (SYN).

Located just under the outer rim of the Class B airspace surrounding Minneapolis-St. Paul International Airport, and about 30 miles to the south, Stanton Airfield is both a relic of aviation's past and a show place of where it might be headed, at least in the world of recreational flying. Here's my dream-come-true report of my visit there this past summer.

Originally developed by Carleton College in the early years of World War II as a Civilian Pilot Training (CPT) Program, what is now Stanton Airfield sits on 160 acres of lovely southeast Minnesota farmland. The big red barn is still there as it was in 1941 when the property was acquired. So are the original hangar and pilot training facilities built for the CPT Program. A bronze plaque out front notes the designation on the National Register of Historic Places.

The "control tower" from which young cadets bound for the European and Pacific theaters once received their clearances in the cockpits of their Pipers, Luscombes, Wacos, and N3Ns still stands overlooking the broad turf runways, now abuzz with happier aviation activity. Not only a hub of Sport Pilot training and Light Sport Aircraft maintenance and repair, Stanton Airfield is the home of

Minnesota Soaring Club. With over 50 based aircraft at SYN, about half of them are gliders. The soaring club was going full tilt on the day of my visit.

Stanton Airfield has been owned and operated since 1990 by Stanton Sport Aviation, Inc., a shareholder-owned, for-profit corporation with close to 60 shareholders who long ago gave up any idea of making money on their investment. More a labor of love, Stanton Airfield runs on a little paid help, and lots of volunteers. It wouldn't be quite the same, special place if it were otherwise.

Ron Donner, a Northwest Airlines Quality Assurance guy with an A&P Certificate, Inspection Authorization (IA) and lots of pilot ratings, is the current president of Stanton Sport Aviation, Inc. When he became president a few years ago, he began asking the question, "How do we maintain our heritage and move into the future?" The answer became increasingly clear: by embracing the Sport Pilot-Light Sport Aircraft movement as the natural evolution of Stanton Airfield's pilot training and recreational aviation history. The vision and wisdom of the board's decision was evident as we looked around on that sunny summer Saturday.

A few numbers might help to tell the story. Stanton Sport Aviation currently boasts a flightline comprised of 10 aircraft, including, in addition to the inevitable Cessna 150 and 172, four Sport Pilot-eligible aircraft, four tailwheel aircraft, a bi-plane and a glider. Together these aircraft fly over 1,200 hours annually. Not bad for a volunteer-run, cooperative aviation effort located in the upper Midwest, where winter shortens the flying season considerably.

The Sport Pilot-eligible Light Sport Aircraft include two

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Flight Design CTs, a Cub Crafters Sport Cub S2 and a Piper PA-11. The tailwheel aircraft are the Sport Cub and PA-11 plus a PA-12 Super Cruiser and a PA-18 Super Cub, used primarily for glider towing.

Since the introduction of the Light Sport Aircraft into the Stanton program, Sport Pilot, including dual, solo and rental, has grown from about 38% of total rental hours in 2006 to about 50% in 2007. Year to date through August 2008, Sport Pilot now accounts for more than 60% of total aircraft hours flown. According to Marilyn Meline, board member and tireless volunteer, Stanton Sport Aviation aircraft logged 213 hours in August, an all-time record! Since the first Flight Design CT arrived at Stanton Airfield in April 2006, they have flown over 1,000 hours.

Perhaps at least as significant, Sport Pilot training, as a percentage of the total dual instruction given, has grown from 65% in 2006, to 75% in 2007, and to about 76% year-to-date through August, 2008.

Clearly Stanton Sport Aviation has found a rich new market for flight training and aircraft rental. The first Sport Pilot Airplane Certificate issued in Minnesota went to a Stanton student. A growing percentage of dual instruction is now being given to Special Light Sport Aircraft (S-LSA) owners who bring their aircraft to Stanton Airfield for primary instruction or transition training. Transition training, both to the very lightly wing-loaded Light Sport Aircraft and to tailwheel aircraft, which many LSAs are, further supports the flight training mission. With the growing awareness among insurance companies of the need for transition training, this demand can only be expected to increase.

Responsibility for keeping the flight school going falls primarily on Kent Johnson, the corporation's only full-time employee. No doubt he's more than full-time, since Kent lives on the airport, is the airport manager and chief flight instructor. He is also

an A&P with Flight Design and Rotax factory-authorized maintenance training and runs the shop. Kent is assisted on the field by several others who claim to be retired, but are kept pretty busy with part-time CFI and A&P duties.

The talents and credentials of the staff play an important part in another major component of the Stanton Sport Aviation business. Under an arrangement with LSA North of Lakeville, Minnesota, the Flight Design distributor for Minnesota, Wisconsin and the Dakotas, Stanton Sport Aviation accepts delivery of CTs from Germany, stores them, and then does final assembly prior to airworthiness certification and delivery to the purchaser. The shop has in the process developed expertise in Flight Design and Rotax maintenance and repair. In addition, the Stanton Airfield shop has developed a reputation for aircraft restoration, and has recently completed a Piper J-3. A busy shop is an important backstop to a flight training operation, especially in the North where a harsh winter can shut down a flight school for months.

The demographics of the Sport Pilot student and LSA renter seen at Stanton Airfield seem consistent with the experience of other operators. The students are generally older, sometimes a lot older, than the typical Private Pilot student. Some have prior flight training, but never finished and now want to take advantage of the Sport Pilot Certificate. Renters are often certificated pilots returning to aviation on the driver's license "medical" or seeking cheaper flying.

Ron Donner is happy with the choices of the Flight Design CT and Cub Crafters Sport Cub aircraft for Stanton Sport Aviation. "We wanted Sport Pilot and Light Sport Aircraft to become a key part of our business," he says. "We were looking for more than just another rental airplane." With the opportunities offered being in close proximity to the Flight Design distributor, Stanton Sport Aviation

has been able to achieve its objective to develop other profit centers in its maintenance department, as described earlier. "We also wanted to maintain and expand our involvement in tailwheel training and rental," Donner continues. "The Cub Crafters CFI Affiliate Program has given us the opportunity to do this."

Donner is also satisfied with the board's decision to embrace the opportunities of the Sport Pilot-Light Sport Aircraft movement made several years ago. "We've accomplished just what we envisioned," he notes. "SP-LSA has become a core business of ours, and we are maintaining our heritage while moving into the future." Based on my visit to Stanton Airfield, I couldn't agree more.

Check out [www.stantonairfield.com](http://www.stantonairfield.com).

Let others take heart from this experience and move forward as well. It won't be instant riches, and the numbers might seem small. Close management of expenses is required as usual in the FBO business. But the numbers are growing, and the trend seems to be up. Lack of flight training infrastructure and availability of Light Sport Aircraft for rental, coupled with ineffective marketing, seem to be a major constriction holding back demand for Sport Pilot training at this time.

In the next issue of *Midwest Flyer Magazine*, we will look at another SP-LSA success story: Steve Krog's Cub Air Flight, LLC, of Harford, Wisconsin. We will also be examining additional data on SP-LSA four years after adoption of the rule. Stay tuned!

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





## FLY-INS & AIR SHOWS

# Volk Field Fly-In Expands Format

by Dave Weiman

CAMP DOUGLAS, WIS. – A favorite fly-in and open house among pilots in Wisconsin, Illinois and Minnesota is held at the Volk Field Air National Guard Base in Camp Douglas, Wis., every other year. The event alternates every other year with a tour of the Hardwood Range, located north of Volk Field. This year's fly-in held August 16 featured the usual array of static displays from jet fighters to military transports and helicopters. Added to this year's format were two airshow performances by the West Coast F-16 Demonstration Flight Team, and a Lockheed P-38 Lightning. The P-38 is owned by Ron Fagan of Granite Falls, Minnesota. The F-16 is based at Hill Air Force Base, Utah.

Flying the F-16 Falcon was Capt. Russ Piggott of San Francisco. Capt. Piggott got his start in general aviation. He has

(TOP LEFT PHOTO L/R) A Lockheed P-38 Lightning and a U.S. Air Force F-16 Falcon were the stars of the airshow.

Photo by Geoff Sobering



owned a Pitts Special and currently owns a Glastar. His father, John Piggott, is an airshow performer, and his mother, brother and sister fly as well.

The Wisconsin Bureau of Aeronautics held both VFR and IFR

seminars. Speakers included John Chmiel of Wausau Flying Service, Wausau, Wis., and Mike Kaufman of Richland Center, Wis. Chmiel discussed VFR flying, including emergencies procedures when the engine quits. Kaufman discussed IFR

procedures, including how to get the most out of your GPS. Approximately 200 pilots attended the all-day sessions. Eighty aircraft flew in.

The base commander at Volk Field is Col. Gunther Neumann. □

## AIRPORTS



(L/R) Gene Conrad and Jeff Bourk of Branson Airport, LLC, Branson, Missouri with photos of the new privately owned commercial airport.

## Branson To Get First Privately-Owned Commercial Service Airport In U.S.

BRANSON, MO. – Finally a way for airlines and airports to become true business partners! Branson Airport, LLC – the first privately financed and operated commercial service airport in the United States – will open May 9, 2009, with a single 7,140 ft. long by 150 ft. wide runway, a partial parallel taxiway, and an air traffic control tower.

While the Federal Aviation Administration is being consulted, no local, state or federal money will be accepted to avoid mandates.

Funding for the project was obtained through bonds issued by CitiBank Corporation in mid-2007. Shortly thereafter, the airport's ground-breaking occurred in July 2007 when McAninch Corporation commenced the civil construction portion of the project. Construction is scheduled to

take only 22 months. Total project cost will be \$155 million. There are 50 stockholders in all, and Steve Peet is chairman of the board.

Airport officials are working closely with officials from Taney County, the Branson Lakes Area Chamber of Commerce, and many other entities to attract low-cost air service directly to the Branson area.

The airport is within the Branson Creek development, approximately 8 miles south of the center of Branson. Access to the airport will be through Branson Creek Boulevard and its connection to U.S. 65.

When open, the airport will be able to accommodate all types of commercial aircraft ranging from regional jets to Boeing 767s. This will enable the airport to accept non-stop air service from anywhere

in the continental United States. Upon opening, the airport will have car rental and ground transportation facilities.

The terminal facility will be approximately 58,000 square feet with additional check-in counters at the airport's car rental drop off station. The terminal will be built and designed to comfortably handle and process 700,000 deplaning passengers per year. Future expansion is being incorporated into the design.

On the GA side, there will be a full-service fixed base operator with fueling, catering, hangar facilities, and aircraft wash services.

Branson Airport, LLC Executive Director, Jeff Bourk, and Gene Conrad, Deputy Director of Marketing and Air Service Development, were on hand at EAA AirVenture in Oshkosh, Wis., August 1, to make the announcement. Gene Conrad held the position of air service development coordinator in Dayton, Ohio. Conrad was also in the first EAA Air Academy in 1992.

Branson Airport, LLC, currently employs six people. By February 2009, they expect to have 71. A grand opening featuring an air show will be held May 9-10, 2009. Performers will include the Aeroshell Aerobatic Team, Stuart Dawson, Kyle Franklin, Michael Goulian, Iron Eagles, John Mohr, Steve and Susan Oliver, Gene Soucy and Teresa Stokes, Patty Wagstaff, and Matt Younklin. In addition, there will be a very good assortment of military demos, warbirds and static displays.

For additional information, visit [www.bransonairshow.com](http://www.bransonairshow.com) and [www.flybranson.com](http://www.flybranson.com). □



## Southern Wisconsin Flooding Closes Tri-County Regional Airport

by Ed Leineweber

LONE ROCK, WIS. – Torrential rains in early June, which produced historic flooding across southern Wisconsin, and rendered over 30 counties federal disaster areas, submerged the 226-acre Tri-County Regional Airport (LNR), closing it down entirely for almost a month. And just as the flood waters were receding and the airport was starting to get back to normal, heavy rains in early July once again put runways, ramps, taxiways and hangar floors back under water. As of late July, about 80% of the airport remained flooded, and the ramp, FBO/terminal building, self-service fuel system, automated weather-reporting station and some runway and taxiway surfaces remained closed, and the airport was limited to daytime operations. Although operations are now almost back to normal, many signs of the disaster remain, including flooded fields to the east of the airport. And the economic loss caused by the flooding still weighs on the businesses based at the field.

The rains began on June 7, and did not let up until early morning, June 9, by which time over 8 inches had fallen. Another 5 inches fell later that first week, bringing the early rainfall total to more than 13 inches. Water covered western portions of Runway 9-27 to a depth of almost three feet, while the average depth across the airport was six to eight inches. Electrical power was cut off due to the obvious safety hazards, further stranding aircraft and equipment in darkened, humid, flooded hangars behind electrically-powered doors that could not be raised. The flood waters soon became contaminated by surface and other pollutants, further adding to the mess.


When it became obvious that the flood waters were not receding by seepage into the soil or movement across the surface via the natural watershed, local officials recruited the National Guard to set up operations to install culverts across roads, dig drainage ditches, and employ large-capacity pumps to move the flow along to the nearest creek, about

three miles to the west. However, the steady in-flow from flooded areas to the east often overwhelmed these heroic efforts, which paled in comparison to the onslaught produced by Mother Nature. Another 6 inches of rain dumped on the airport in mid-July caused another serious set-back.

With high ground water and saturated soils in the region, it remains uncertain whether the airport is yet out of danger,

**CONTINUED ON PAGE 62**

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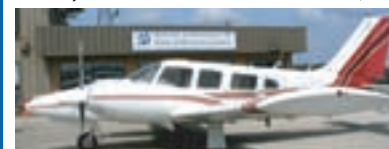
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**1979 Piper Seneca II** - 7150 TT, 1795/150 SMOH, 870 SPOH, 3-bladed hot props, club seating, dual Collins 251/351 NavComs with dual glideslopes, Collins 350 audio panel with 3LMB, Collins 650A ADF, Collins 950 transponder with encoder, Altimatec IIIC coupled autopilot, NSD-360 HSI, Garmin 155 coupled GPS, WX-950 stormscope! Sperry RDR-160 color radar! FAR 135 aircraft, leaseback wanted! ..... **\$149,950**

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### 30-DAY SUSPENSION FROM PAGE 53

This case should be a reminder to certificated airmen that they must be vigilant at all times. If you are manipulating the controls of an aircraft or operating the aircraft,

you can be held responsible for the conduct of the flight even if you are not technically the PIC. That is, unless you can present a stronger reasonable reliance defense than the airman did in this case.

*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)).

### AIRPORT FLOOD FROM PAGE 59

although the odds would seem to be stacked against a recurrence of such an unprecedented event anytime soon.

Fortunately, local officials, including airport manager Marc Higgs and the members of the airport commission, and the community at large, have rallied behind the airport in a strenuous effort to fight the

disaster and overcome the crisis. The drainage problems made apparent by this extremely unusual deluge are being addressed with discussions of long-term solutions for the Spring Green and Lone Rock areas, which should solve most of the problems experienced at Tri-County Regional Airport as well.

In the meantime, consider a visit

to LNR as things get back to normal. Enjoy a meal at the "Piccadilly Lilly Airport Diner" on the field, purchased by new owner Kathryn Leonard just before the flood closed her down. Or maybe top your tanks at the self-service fuel system. Such acts of kindness and support will certainly help in the recovery process. □

### PEOPLE IN THE NEWS

## Painting Raises \$25,000 For Red Tail Project

OSHKOSH, WIS. – Aviation artist, Sam Lyons, Kennesaw, Ga., has donated a painting to the Red Tail Project of the Tuskegee Airmen. The organization was established by a group of members of the Southern Wing of the Commemorative Air Force, headquartered at Fleming Field, South St. Paul, Minnesota, to restore a P-51C Mustang damaged during an air show performance in 2004. The aircraft is used to educate the public on the contributions of the Tuskegee Airmen during World War II.

The Tuskegee Airmen was a fighter group composed of African-American pilots and support personnel who fought discrimination and



(L/R) Aviation artist Sam Lyons and supporter Ben Bailey with the painting "Red Tail By Request."

prejudice in order to serve their country.

The original painting was unveiled July 28 at EAA AirVenture, Oshkosh, Wis. At the unveiling, the Red Tail Project had hoped to raise \$15,000, but

a man in the audience raised his hand and said he would write a check on the spot for \$25,000! Sam Lyons was stunned, along with Red Tail Project volunteers Tim Barzen and Doug Rozendaal. They regained their senses enough to shout, "SOLD!" The person who wrote the check is Ben Bailey, an entrepreneur from Rochester, Mass.

This is not the first time Bailey has stepped up for the Red Tail Project. Bailey said: "They (Tuskegee Airmen) are heroes. Not only war heroes, but in the larger sense of symbolic heroes; heroes who represent a principle and an ideal. To me the Tuskegee Airmen represent the heroic triumph of determination over injustice. We can all benefit from their example and apply their strength to our daily lives. At one time or another we all experience small injustices; the unjust stranger, friend or boss at work. We can put our small challenges into perspective by considering the colossal battles and achievements of the Tuskegee Airmen."

Prints of the painting are available in a limited edition quantity of 500 signed and numbered, 50 artist proofs, and 25 prints on canvas. They can be ordered loose, matted or framed. For additional information, go to [www.lyonsstudio.com](http://www.lyonsstudio.com). A portion of the revenue from each print will be donated by Lyons Studio to the Red Tail Project ([www.redtail.org](http://www.redtail.org)). □



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