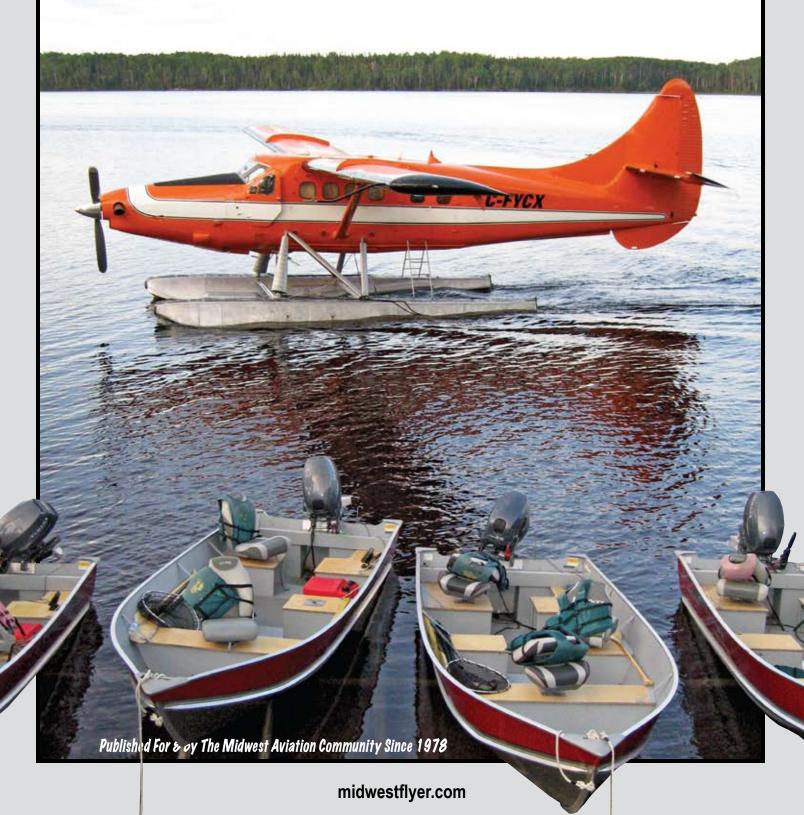
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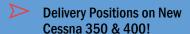


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Photo by Dave Weiman

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USA Today Article Attacks GA Airport Funding In Support of Airlines

by Dave Weiman

eneral aviation spends time and money to make sure the general public knows the facts about the role general aviation plays in our nation's air transportation system and economy. But it only takes a biased and vicious article in a national news tabloid to distort the truth, and confuse the general public, especially when people are most vulnerable. We believe that such an article is deliberate and either financially motivated, or written out of vengeance for whatever reason.



There's two approaches to journalism: 1) to seek out the truth about something, and report it in an objective manner, and 2) to seek out information from people who will support preconceived notions of the reporter, and report it in a biased manner.

On September 17, 2009, we believe that USA Today reporter, Thomas Frank, chose the latter approach for his front-page story entitled "Little-Used Airports Cost Taxpayers Big Money."

In his story, Frank suggests that to be viable, an airport

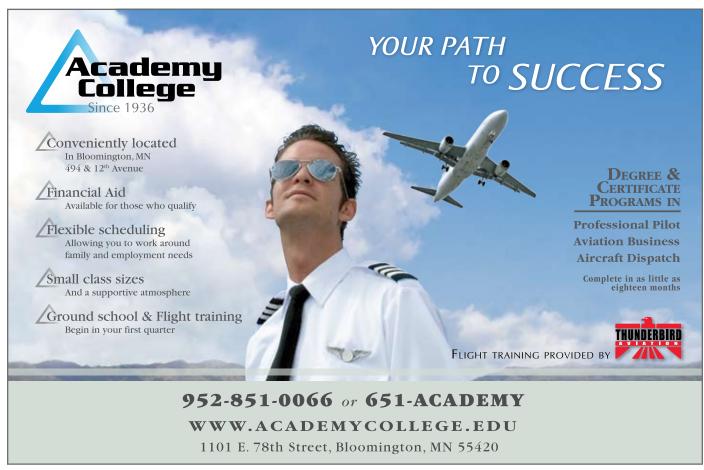
needs "airline passengers," and that if an airport is used by "private flyers," it is not important to the community.

He cites Williamsburg-Whitley County Airport in Williamsburg, Kentucky, and the \$11 million in federal money used to build or improve it. He tried to make a case against the airport insinuating impropriety by the airport board chairman, who apparently owns an airplane based at the airport. Frank even got the airport manager to say that on a typical day, the airport has only a couple of flights, and on some days, none.

What my colleague does not point out is that the City of Williamsburg and Whitley County consider the airport as one of their economic resources, along with rail and Interstate 75, and list 12 regional businesses on its website, including Pepsi USA, Datatrac Information, General Shale Brick, Bridgestone Americas, and Jones Plastics & Engineering.

Whitley County also has historical significance with the 38,000-acre Daniel Boone National Forest located there, which obviously attracts tourists. Additionally, the University of the Cumberlands and Eastern Kentucky University are located in Williamsburg.

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DIALOGUE FROM PAGE 5

Knowing this, do you feel the people and businesses of Williamsburg and Whitley County deserve a 5500 X 100 ft. asphalt runway? We believe that the airport is essential to their current wellbeing, and future economic development (http://www.whitleycountyfiscalcourt.com/economicdev.asp).

Frank refers to the Airport Improvement Program as an "obscure" federal program that raises billions of dollars a year through taxes on airline tickets, and hypes the amount of tax collected, then downplays the impact of the program by emphasizing the number of airports that receive funding that do not have scheduled airline service.

Frank further suggests that Congress funds general aviation airports, so representatives can get around their districts and states, sometimes with lobbyists, and noted how many trips Congressman took between 2001 and 2006 on corporateowned jets. For that comment alone, I wish to thank Mr. Frank. Hopefully, it will infuriate members of Congress, as much as it does the GA community.

Frank goes on to state how critics of GA airport funding do not feel that spending on non-airline service airports is justified during these challenging economic times when larger airports are struggling to deal with delays in air traffic, as if airline delays can be alleviated by taking money away from GA airports. Just the opposite is true.

Frank tries to support his argument by getting quotes from a regional airline executive, who supports
Frank's thesis, and statements by a professor at Embry-Riddle University, and an airport consultant, which were probably taken out of context. I cannot imagine an aviation professor and an airport consultant deliberately giving a negative picture of general aviation, unless they were asked loaded questions, which were intended to get a predetermined response.

Frank's article is not fair and

objective journalism. This was a mission by a reporter who obviously supports the airline industry.

Enter, our general aviation organizations: National Association of State Aviation Officials (NASAO), General Aviation Manufacturers Association (GAMA), Aircraft Owners & Pilots Association (AOPA), National Business Aviation Association (NBAA), and Experimental Aircraft Association (EAA).

In a letter to *USA Today*, NASAO President and CEO Henry M. Ogrodzinski said, "I am appalled by the misleading and blatantly biased hit-job *USA Today* conducted on general aviation airports."

Ogrodzinski called Frank two months ago to offer facts and figures on general aviation airports, and knowledgeable and credible spokespersons at all levels of government. He wanted Frank to know the facts: That general aviation employs 1.2 million Americans, contributes \$150 billion to the national economy annually, and that general aviation airports are critically important lifelines to rural communities and economic engines of local economies. Furthermore, GA airports are an appropriate and significant part of our integrated national system of airports – thus important to the entire transportation network and the safety and security of all Americans.

In closing remarks Ogrodzinski said, "Instead of talking to the state government professionals who serve the public interest in aviation all across the nation, who would have discredited his predetermined thesis, Mr. Frank chose to rely primarily upon those who agreed with his views, including an airline lobbyist; an anti-tax, anti-aviation fringe group; one misguided mayor (among the thousands who fully support their local airports); and several consultants with their own axes to grind."

The General Aviation
Manufacturers Association (GAMA)

likewise countered the *USA Today* article in a letter to the paper's editor, expressing their disappointment regarding the mischaracterization of the role GA airports play in the nation's transportation system.

Pete Bunce, GAMA's President and CEO: "Our aviation infrastructure is designed to support communities large and small throughout the nation. Unfortunately, the airlines have had difficulty serving many of these communities. The General Accounting Office (GAO) found that in 2008, 38 airports lost all scheduled commercial service, with this rapid decline continuing into 2009.

"It is the local airport that provides the portal for time critical parts and supplies to flow to and from businesses. Your reporters need to look no further than 40 miles south of the *USA Today* headquarters to see what tremendous impact the Culpepper and Stafford airports have had on the economic development of their communities."

Bunce concluded: "At this time of severe economic distress, it is unconscionable that *USA Today* would mount such an ill-timed and unwise attack on an essential economic tool for our nation's recovery."

AOPA President Craig Fuller said that *USA Today* (and the NBC Today Show) stories lacked balance.

"The article is a story completely devoid of journalistic balance that fails to acknowledge the millions of Americans who benefit from the nation's 5,200 general aviation airports every day," said Fuller.

"The article cites statistics on airport spending, but gives only part of the story. It completely ignores the fact that Congress regularly allocates far more for air carrier airports than for general aviation airports. For instance, in 2007, general aviation airports receiving money got an average of \$750,000 for improvements, while commercial air carrier airports that received funding got an average of \$5.5 million each — more than seven times the amount

awarded to smaller fields!"

Fuller continued: "The story talks about the woes of commercial travel, but fails to note that the thousands of flights made each day from small general aviation airports nationwide are actually relieving those problems. In fact, if our country's general aviation airports were to close, those flights would be forced to operate out of our already overcrowded air carrier airports, increasing delays, slowing traffic, and extending security lines.

"General aviation pilots and passengers fly for exactly the same reasons as commercial travelers—to conduct business, visit family and friends, and take vacations. But private pilots and airplanes also fly thousands of hours in volunteer efforts including medical transport, humanitarian relief, and search and rescue operations.

"Having convenient access to small airports in communities around the country is as vital to our national transportation system as having

highway off-ramps in small towns. To suggest that smaller airports are not needed is just like suggesting that we should have a road system that connects only the country's 150 largest cities. The truth is that small airports do bring business, jobs, and services - including disaster relief, package delivery, firefighting capability, law enforcement, and emergency medical transportation – to thousands of communities nationwide every day. And that's good for America."

In a letter to the producers, editors and reporters involved in this antigeneral aviation coverage, NBAA President and CEO Ed Bolen wrote: "Your one-sided story about small community airports lacks any sense of balance, and presents a gross misperception of the value of general aviation, public-use airports, federal funding of the air transportation system, and the needs of millions of Americans in communities nationwide."

NBAA pointed out that many

facts were overlooked in the distorted coverage, and is urging its members to go to its website where there is a link to voice their opinion (www.nbaa.org).

For instance, companies of all sizes, but primarily small to mid-sized businesses, make up the business aviation community. Business aviation generates over a million jobs and helps companies of all sizes be more efficient, productive and competitive.

EAA President and Chairman Tom Poberezny: "This is very upsetting, but not unexpected. It's obvious the airlines are still trying to fix their broken business model by inflaming the public with one-sided media stories.

"For several years, the airlines have tried to shift the burden of supporting our nation's airport infrastructure by tossing it on the back of general aviation. It was wrong before and it still is."

Aviation fuel taxes paid by general aviation users of the national

CONTINUED ON PAGE 10

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Calling All Aviation Enthusiasts

by Craig Fuller, President

Aircraft Owners & Pilots Association

here's something very exciting happening at AOPA – preparations for the first-ever AOPA Aviation Summit, set for November 5 through 7 in Tampa, Florida.



Craig Fuller

AOPA has long held an annual convention, but this is going to be something a little different. I've been talking a lot lately about the importance of collaboration, about how much we can achieve by working together. And that's the spirit you'll find at AOPA's Aviation Summit.

We are inviting leaders from all aspects of the general aviation community to take part. That means leaders from other associations as well as leaders in manufacturing, policy, regulatory affairs, and more. Why? Because it's important for us to talk openly about the issues that will shape our future, and to work together to ensure that future is even better than our past.

So AOPA's Aviation Summit will be a place to have those conversations and to move forward on important issues, with your input.

And that spirit of inclusion extends to all aspects of the event. This year, for the first time, we are expanding our aircraft display to include everything from balloons to jets, and we are encouraging local residents and all attendees to bring their families.

We've created new, more affordable ticket packages to help make that possible. We've also planned social events at fun, family-friendly locations, including Tampa's aquarium. And we're offering a range of activities from dolphin watching to shopping, for those who want to get out and enjoy all that Tampa has to offer

AOPA's Aviation Summit will continue to feature educational and entertaining seminars, but these, too, will reflect the collaborative spirit of the event. A new seminar format will give you more opportunities to engage in conversation with the experts, and get answers to your questions and concerns.

In the exhibit hall, you'll see all the companies you'd expect to find at a top-tier general aviation event, plus some you've probably never seen before, offering you a chance to see and purchase a whole range of products of interest to pilots, both in and out of the cockpit. We've also added a center stage where we'll interview business leaders, top manufacturers, and others right in the middle of the exhibit hall. It's your chance to hear directly from the source about the latest innovations, upcoming products, and important trends in GA that will affect all of us.

We'll also be offering more on-site services, like help with your medical, assistance with aviation legal issues, and more. Bring your personal concerns to experts from AOPA, the FAA, and others to get real answers and solutions, right on the spot.

I hope you'll join me in Tampa for this landmark event. The best discounts are available now, so register today online at www.aopa. org/summit or by calling 800/872-2672 (press "3"). I can't wait to see you there!

DIALOGUE FROM PAGE 9

airspace system have annually exceeded the grants distributed for all airport improvements – but that fund, designed exclusively for aviation infrastructure, has been perennially raided to ease the FAA's general budget shortfall.

Major air-carrier airports also receive federal funds at an amount three times that of funds distributed to general-aviation airports. GA users also pay five times more fuel taxes as the airlines to support the air traffic control system – of which the airlines are the overwhelming primary user.

Fuel taxes support airports in a

very similar manner as motor-vehicle fuel taxes support highways. Federal gas tax funds are distributed to build roads in all parts of the nation that most taxpayers will individually never use themselves, but are vital for the country's entire transportation infrastructure.

"EAA agrees with one item from the *USA Today* story – the nation's small airports are underutilized," said Poberezny. "If major hub airports are overcrowded, but smaller airports are ready and eager to serve aviation, why would it make any sense to wage war on small airports? They are all essential parts of the nation's transportation system."

Poberezny urges all general aviation pilots to read the *USA Today* article and respond as they see fit, since individual voices are as essential as aviation organizations in reacting to inaccurate media reports. Go to http://www.usatoday.com/travel/flights/2009-09-17-little-used-airports_N.htm, or see www.usatoday.com (September 17, 2009, "Feds keep little-used airports in business" by Thomas Frank).

For more factual information on the value of the nation's general aviation airports, visit www. GAservingAmerica.com.



by Bill Blake AOPA Great Lakes Regional Representative

Aviation Association of Indiana

n a proactive move, the Aviation Association of Indiana (AAI) has formed a strategic planning committee to look at future aviation needs in Indiana and



Bill Blake

determine what role the association should play in meeting those needs. AAI membership consists mainly of airport managers, fixed based operators, and aviation consultants. Membership is available to anyone with an interest in Indiana aviation.

The first meeting of the committee was held at Indianapolis, Ind., in July. Presentations were made on the economic impact of airports, environmental and tax issues, the resources needed at the state and local level, what type and how many airports were needed in the future, and what entity should be responsible to pull all of these issues together. I was asked to talk about the future of general aviation. My presentation was based upon AOPA's GA Serves America campaign to explain the value of general aviation to the nonflying public. I also pointed out to the group that it must promote and support general aviation. It all starts with the single-engine airplane.

Most of the future pilots for airlines and corporate operators will start their training at general aviation facilities in single-engine airplanes. Seventy (70) percent of the airline pilots today have no military flying

background, a change from the past.

As NEXTGEN develops, it is expected that more people will be flying into the nearly 5,000 airports not served by the airlines. Even during tough economic times, it is important to keep and improve these airports, and to promote their use.

The meeting concluded with a discussion of what the role of AAI should be in addressing the future needs of Indiana aviation and how AAI can enhance Indiana's air transportation system. I am sure there will be numerous future meetings needed to develop a plan. AOPA will be offering input at every opportunity.

Speaking of tough economic times, AOPA has been contacted by members about a number of airport sponsors that are trying to make up their budget gaps by short changing their airports, cutting back on maintenance and improvements, and some sponsors even trying to use airport revenue for non-aviation activities. If you are aware of such activities happening at your airport, please notify AOPA.

New, Revised Wings Weekend

As I have mentioned in previous articles, one of the highlights of summer flying for me is the FAA and state aeronautics co-sponsored annual "Wings Weekend" held in Mattoon, Illinois (MTO). This year's event was no exception. It was the second year the program was based on the FAA's relatively new revised Wings program. Free instructors were still

available to fly with attendees. Free ground training was also offered. The FAA furnished a very knowledgeable regional safety person to explain the course requirements and to help with the computer entries necessary to get FAA credit. If you have not attended this program, you should. For those of you who have, I will see you next year.

Upcoming State Aviation Conferences

Over the next few months, a number of state airport conferences will be held in the Great Lakes region. I suspect these conferences will include a lot of discussions about the economy, the reduction of airport operations, state budget crises, and possible solutions. AOPA will be working to protect the interests of our members and general aviation.

AOPA Summit 2009

One aviation event all pilots should attend is the "AOPA Summit" (formerly called AOPA EXPO) being held in Tampa, Florida, November 5-7, 2009. The name change is an indication that the already exciting event is going to be taken to an even higher level. There will be a wide range of programs of interest to all facets of aviation, a national cast of aviation speakers, and plenty of entertainment opportunities. I hope to see you there.

To learn more about these and other issues, please go to: www.aopa.org.



Avoiding Aircraft Icing Accidents ©

by Dr. Nihad E. Daidzic, ATP, CFII, MEI

Friday noon when I left Johnson
County Executive (OJC in KS) in a
rented Piper Warrior II heading north to
Minnesota with one passenger onboard.
In the weather forecast, widespread IFR/
IMC conditions were predicted and there
was some hint about possible rime ice
between 5,000 to 8,000 feet for portions
of Iowa, but no Zulu AIRMETs. Cruising
at 3,000 feet on the 400 nm IFR trip to



Nihad E. Daidzic

Anoka County-Blaine Airport (ANE) in the Minneapolis/ St Paul metropolitan area, I had been skimming wispy cloud bottoms. After about 40 minutes of flight and leaving air above Kansas, I noticed just a trace of ice on the temperature probe, but nothing serious! I was IFR current, proficient (then flew an average of 800 hours/year), and confident that I could handle any potential icing trouble. Little did I know what mother-nature prepared for me!

I was handed over to Des Moines approach control (TRACON) leaving Kansas City Center. Des Moines asked me to climb to 5,000 feet for traffic separation. I complied

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and climbed through thin November stratus-clouds and found myself in-between cloud layers at 5,000 feet on a victor airway with quite good visibility. *So what can go wrong?* What occurred then is difficult to describe.

Do you remember a story about a frog in boiling water? If you put a frog in boiling water, it will instantly jump out. If, however, you put a frog in cold water, and then imperceptibly warm it and increase water temperature to the boiling point, the frog will never jump out of it and will ultimately die unable to save itself.

Human nature is not much different. Adaptation to different environmental and other conditions in which we live is chiefly responsible for survival of the human race – at least until now. But sometimes "too much" adaptation is counterproductive and can be deadly. Adaptation is good, but complacency is not!

I have unwillingly entered thunderstorm cells twice in light aircraft (once at night experiencing the most formidable fireworks I have ever seen), and a first turbulence-induced 60-degree-bank roll taught me everything I ever wanted to know about thunderstorms in light aircraft – AVOID THEM AT ALL COST!

But not so with icing! Icing is sneaky, it creeps slowly on us. It makes us complacent and we adapt to something that is ultimately very dangerous and deadly. In severe or extreme turbulence, we get scared instantly and make decisions to get out of it as soon as we can! Many fear even light turbulence.

However, in most cases, icing builds up slowly on an aircraft and the pilot and aircraft do not experience anything strange or different in the first moments. The only thing we notice after a while is that we are cruising a few knots slower than normal at those power settings, loads, and density altitudes. So we do not get too concerned.

We look at the airframe and see that milky ice that builds on the exposed pointy parts of airplane. Sometimes we can't even see any ice. The windshield starts icing up slowly, but the windshield heater normally takes care of that. Then we notice that we are about 10 knots slower than we should be for our power setting. What is going on? We push and try to bend throttle levers over the stops, but the airspeed never increases. Then we start worrying a little bit more. Maybe we should do something. But like a frog in warm water, we don't take decisive action to get out of icing conditions IMMEDIATELY, no matter how insignificant they might look like.

We hope that ice, or whatever it is that creates this extra drag, will melt, and we will be out of this "boiling pot" soon. But maybe the invisible point-of-no-return has already passed. We just don't know it. Things occur faster now. Suddenly we notice a loss of 15 knots in indicated

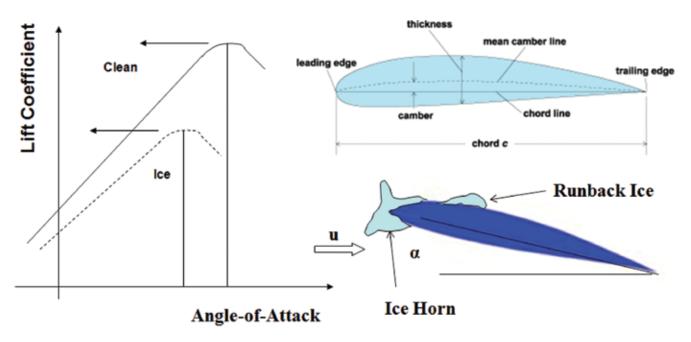


Fig. 1: The effect ice accretion has on the coefficient of lift and stalling angle-of-attack for a typical airfoil. Also sketched is an airfoil with leading-edge ice horns and runback ice (slightly exaggerated for better visual effects).

airspeed, and we really start worrying for the first time. We call ATC and tell them that we have "a little bit of ice" and we need to change altitude

- surface altitude would be best if possible, thank you! ATC tells us to stand-by. The longest 3 minutes are passing. The cruising airspeed

has now dropped 20 knots below "normal." We pitch the airplane's nose more and more up to "maintain" altitude, but that results in even more



loss of airspeed. As we get slower with an increase in the angle-of-attack, we also give ice more time and space to "work" on us.

Then ATC comes back asking about our request. We tell the controller we need a change in altitude due to icing, and ATC responds to expect that in another 5 minutes. *Five minutes!* Do we have another 5 minutes? From now on that "benign" icing encounter starts showing up its malignant "face." Things start getting exponentially worse. Declaring an emergency and landing ASAP is the least we should do now, because the airplane might not have much reserve lift left.

We ask for vectors to the nearest instrument approach (SIAP). The clearance comes for an approach to an airport we have never heard of. Are you ready and IFR-proficient to brief an approach in 1-2 minutes and have the discipline, skill, and self-control to fly an absolute perfect, neverbefore-practiced, SIAP in a "sick" airplane and uncertain outcome?

So, there I was, cruising at 5,000 feet on my flight from Kansas to Minnesota when suddenly I started accumulating "clear ice." Freezing rain, an airplane-killer, came at my altitude between cloud layers and with ice pellets falling on the ground. You don't have to be in clouds to get iced up. If I knew about ice pellets before, I would have not accepted a clearance to climb to 5,000 feet. But obviously the



controllers didn't know either. In the brief amount of time I was at 5,000 feet over southern Iowa, I accumulated so much ice that airspeed dropped to almost 90 knots indicated (from the original 115 knots). *That is insane!* With full power, light weight, and such low density-altitudes, the best speed I could get is 90 knots in a Warrior. I know a Piper Warrior isn't a Mooney, but even an old Cessna 152 could do better than that.

Now, I could see it! Textbook case of monstrous icehorns of clear (glaze) and some mixed ice accumulating on the leading edges of the normally very docile Warrior wing made of laminar NACA 65,-415 airfoil.

This is it! I am out of here - I thought! I immediately called Des Moines approach and in my Bosnian-German English accent, now becoming quite distinct, told ATC in a high-pitch voice to give me vectors to the nearest ILS due to rapid ice accumulation. "And no delay please!" The ceilings around there were hovering between 600 and 1,000 feet. I didn't want to take any chances with the high-MDA non-precision approaches. I needed to land from the first approach attempt. This was no time to practice missed approaches. So they gave me vectors for Ames (AMW), Iowa. Ames has a fine university, I thought to myself. Never been to Ames before!

I was now descending down to 3,000 feet, or so, with vectors for ILS 1 to AMW with reported visibility of 3 miles. I had almost full power and could not get more than 90 knots. Since this was the late 1990s, this particular Warrior did not have GPS, moving map, or anything navigation-fancy. I tried to orientate myself more accurately by dialing some local VORs and NDBs. And yes, the controller was vectoring me around as if I were a Boeing 767 on approach to Paris Charles-de-Gaulle Airport (CDG). Although I told ATC about icing, I did not declare an emergency. Not yet! Maybe I should now?

I told ATC again that I am in a hurry to get on the ground. My windshield was now almost completely covered with ice. It was weird! I thought this was the best instrument training, view-limiting hood I've ever used. Not that I would be seeing much outside anyway.

Finally, I intercepted the localizer. The glideslope came soon after. The gear was welded to the airframe, so not much to do there, but I didn't use any flaps as their use is not recommended in almost any airplane during ice encounter. So here I was "driving" down the 3° ILS cone, with zero flaps and full power to maintain a "mind-blowing airspeed" of 90 knots. My "speed-brakes," made-of-ice, were so "efficient." If I only had a lever in the cockpit to retract them! I knew that this must be one of my best ILS approaches. Absolutely no deviation on the localizer or glideslope could be allowed. Although the windshield heater was working diligently, most of the forward visibility was still obscured. I will use the small side window the Warrior has on the pilot's side that can be opened – I thought! As a lucky coincidence, my crab to offset the right

crosswind helped me have a better view through the small side-window, which was now also delivering cold November air. Using the tiny side window to peak through and fly from the decision altitude (DA) to the runway visually, and then to flare and touchdown with zero sideslip and stop on the available runway, will be good "practice!" I cannot wait to introduce it to my flight students – I thought to myself.

It was remarkably uncomplicated from the decision altitude. I could see the runway and all the approach lights through the small side-window and the windshield also provided some visibility. I touched down in a lower attitude and the Warrior came to stop after a longer roll, just to make sure I was really on the ground! Not that I ever want to repeat this approach and landing again, other than in a flight simulator.

The only thing I will always regret is to not take photos of the

accumulated airframe ice. I have seen NASA's icing wind-tunnel experiments with clear and mixed icehorns and other types of ice accretion on airfoils. But I couldn't believe that so much ice was everywhere on the little Piper - main wing, tail, landing gear, windows, even the fuselage. After I was done removing ice from the airframe, the airport manager probably had to clean off the ramp.

In retrospect, I believe I only had another 5-10 minutes of lift "reserve" remaining before stalling at my approach/cruise airspeed. Who knows if I would have had a chance for a missed approach? Due to ice build-up and subsequent reduction in coefficient-of-lift (Fig. 1), my actual stalling speed might have already been at 70-80 knots indicated. I will never know!

The three primary phenomena are working against a pilot in icing conditions. The additional weight of the ice sticking to the airframe will

increase the stalling speed, but in most cases, this effect alone can be neglected. Even an extreme of 20% increase in weight due to ice accretion (say, an incredible 500 lbs of ice on a Warrior), will increase stalling speed "only" by about 10% or 6 knots - not so critical, since the airplane was light

The most dangerous airplane icing phenomenon is that exotic ice accretion on the leading edges of the wing will cause premature boundary-layer separation and stalling at lower angles-of-attack and higher airspeeds than a clean wing (Fig. 1). As a matter of fact such leadingedge ice-horns can easily halve the wing's coefficient-of-lift causing a 41% increase in the calibrated stalling airspeed, or more than a 20-knot increase in a Warrior. Also runback ice that often forms from super-cooled large droplets (SLD), will "creep" back from the wing's leading edge and form streaks of frozen ice, ridges



and "feathers" somewhere within the first quarter of the wing chord or exactly at the locations that create the highest pressure differential and most of the lift force on the wing. Also runback ice will cause boundary-layer separation, local changes in flow patterns, and the formation of recirculation "bubble" at the place where the ailerons (or flaps) are normally located, often causing flow disruption and unwanted roll. This is what actually happened in several infamous icing accidents, the latest being the illfated Dash 8-Q400 Continental Connection Flight 3407 in February of 2009 near Buffalo, N.Y. As we know from basic fixed-wing aerodynamics, the stalling speed has to increase to offset the reduction of the maximum lift coefficient, leaving a severely restricted flight envelope for the pilot to deal with. And remember no flaps are used for approach.

Another negative consequence of ice accretion is the additional drag, which reduces the airplane's cruise speed. So here the pilot gets into a proverbial "coffin-corner" again. The margin between the stalling speed and the maximum flying speed becomes smaller and smaller! A 20% increase in the parasitic drag coefficient, due to ice, will result in about a 9% decrease in cruising airspeed – about 10 knots for a typical light GA aircraft. And ice accretion can create much more drag than that. But it is not only the airplane's performance that suffers. The aircraft's "built-in" positive stability suffers and control becomes more difficult.

To make things even worse (as if we didn't hear enough bad news already), there is something called "tail-plane icing" in which case the tail elevator/stabilizer accumulates ice, loses its ability to keep the airplane level, and the nose drops down following a sudden forward yoke/stick pulse. This usually happens at slower airspeeds and in approach configurations (more flaps) when the horizontal stabilizer has to deliver more force. Now, one might think this is a beneficial stabilizing "natural" stall recovery caused by "good" ice! But have you ever tried to "flare" from a 40° nose-down attitude?

As a matter of fact NASA Glenn Research Center

(GRC) did extensive flight experiments using their own Canadian-built de Havilland DHC-6 "Twin Otter," which is modified and equipped for icing flight research. The only known way to recover from tail-plane icing is to pull back on the stick which is completely opposite of how you would recover from the wing stall. But how is one to know that nose drop was caused by tail-plane ice and not by main-wing ice and a more-familiar aerodynamic stall? Well this is a similar "catch-22" scenario to a high-altitude jet flying on the edge of its aerodynamic ceiling where the merging low-speed buffet (aerodynamic stall) and high-speed buffet (transonic Mach effects) create a dreaded "coffin corner," where you are damned if you pull, and you are damned if you push!

So the difference between the main-wing ice and tail-plane ice is very subtle, and the best way to learn the difference would be to conduct training in a flight simulator incorporating accurate icing flight models; something that NASA Glenn Research Center, and other academic and research institutions worldwide, are working on diligently. When faced with icing danger, it is important not to wait until the point-of-no-return is reached. Do not hesitate to declare an emergency and request priority handling if you get yourself in such a situation. If you fly in icing-country, be IFR-proficient and be ready to deal with the unexpected. Flight tests in icing conditions are best left to wind-tunnel experiments and professional research crews, flying special airplanes.

Ohhhh... and I almost forgot to tell you! On the way back from Minnesota to Kansas, two days later, and again over Iowa, I lost the vacuum pump and all the associated non-electric gyro instruments. But that is entirely another story.

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

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Appeal To Full NTSB Must Identify Specific Issues

by Greg Reigel Attorney At Law

he NTSB recently rejected an airman's appeal that was based upon alleged "prosecutorial misconduct" by the FAA. In Administrator v. Hanrahan, the FAA issued an order of suspension alleging that the airman violated FARs 91.130 (requirement that two-way



Greg Reigel

radio communication be established before entering, and maintained within, Class C airspace) and 91.13(a) (careless and reckless) during a flight within the Burbank, California Class C airspace. After a hearing, an administrative law judge ("ALJ") affirmed the FAA's order of suspension based in large part upon the airman's admission that "he did not have 'proper communication with [the ATC facility controlling] the Class C airspace."

The airman appealed the ALJ's decision alleging that his "argument for appeal is prosecutorial misconduct." Although the airman's appeal did not provide specific objections to the ALJ's decision, the airman contended that the FAA attorney was evasive or delayed providing the names and addresses of FAA witnesses that the airman intended to call to testify, and, also that an exhibit did not properly reflect an agreement the airman had with the investigator that the airman's violation would only result in remedial training.

In response to the airman's appeal, the FAA attempted to frame the issues on appeal as: "whether the law judge's determination that respondent violated the alleged provisions is supported by a preponderance of the reliable, probative and substantial evidence of record, and whether the law judge's conclusions were in accordance with law and precedent; and whether prejudicial error occurred." Although the Board disagreed with the FAA's framing of the issues, it agreed that the airman had not provided specific objections for its consideration.

The Board initially observed that "we believe that respondent's appeal fails to identify any issue warranting our consideration." It went on to note that the airman had not identified any specific finding or conclusion of the ALJ that he believed was either contrary to the evidence in the record or not adequately supported by it, nor did the airman demonstrate that the ALJ erred in disposing of the matter on the merits or his imposition of sanction. However, the Board then went on to conclude that the FAA had proved, and the airman admitted, the violation of FAR 91.130. The Board also found that the FAR 91.13(a) violation was proved as a residual violation (proven when an operational violation is established).

I think it is important to note that the airman in this case appeared "pro se" (without an attorney). The Board may

have had that in mind when it went beyond simply rejecting the airman's appeal for a "technical" failure to comply with Section 821.49 of the Board's Rules of Practice to also rule on the merits of the ALJ's decision. (Although I am not so sure I agree that the airman did not comply with Section 821.49, at least with respect to the evidentiary issue regarding the exhibit, even if the airman's claim was not stated very articulately).

It is also interesting to note that the airman's decision to appeal and, perhaps, the less than specific bases for the appeal, may, as the Board seems to infer, simply have been to buy himself some time before the suspension went into effect: "We note that respondent's appeal brief states that he spoke to the Administrator's counsel following the hearing and indicated that he 'would go ahead and start the suspension if she could give me until February 13, 2009, inferring that was the reason he appealed to this Board." © Reigel & Associates, Ltd.-Aero Legal Services 2002. All rights reserved.

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



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ICON Holds First Public Water Flight Demo of A5 At EAA AirVenture

by Jim Bildilli

OSHKOSH. WIS. – The Los Angeles-based ICON Aircraft Company, a startup Light Sport Aircraft (LSA) manufacturer. held its first public water flight demonstration for its A5 amphibian aircraft at the **EAA Seaplane** Base on Lake Winnebago near Oshkosh. Wisconsin, during EAA Air Venture

on July 31. The



ICON A5

Rather, the A5 uses "planing" wingtips that actually hydroplane on the water.

aircraft performed three flight demonstrations, including takeoffs, landings and water taxi maneuvering. The ICON A5 made its debut at the 2008 EAA AirVenture.

The ICON A5 is a two-seat, amphibian (land and water) LSA that features a high-strength, lightweight carbon

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The design of the aircraft hull was the combined effort of several naval architects. Its design functions as a "wing," as well as a platform to enter and exit the aircraft. The interior looks more like a sports car than an aircraft with the instruments closely resembling those found at the racetrack. However, a "glass" cockpit is optional, along with a ballistic parachute system and custom trailer to use when storing the folding-wing aircraft in the owner's garage.

Kirk Hawkins, ICON Founder & CEO, was present for the demonstration. Jon Karkow is the test pilot and lead aero engineer.

Karkow is not new to the industry. He spent 21 years with Burt Rutan's Scaled Composites in Mohave, Calif., and left Scaled Composites along with three other design engineers and started working at ICON. Karkow had previously worked on most of Rutan's aircraft, including Space Ship One and Two. When the direction of Scaled Composites turned away from new technology GA-type aircraft, Karkow decided it was time to leave and go with a company that still had GA as a primary initiative. The

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idea of a carbon fiber seaplane sounded intriguing and more in line with Karkow's thinking.

Hawkins (a former USAF F-16 pilot and **Stanford Business** School graduate) makes a strong case that the mainstream aircraft manufacturers have forgotten that most people like to fly, and that the typical GA pilot really cannot

justify the cost of an aircraft based solely on business use....at least small, single-engine aircraft. LSAs allow people to enjoy flying for fun and at a significant reduction in cost. The target consumer is the Sport Pilot Certificate holder.

With several locations offering twoweek Sport Pilot Certificate courses, and no required medical exam, the Sport Pilot Certificate and Light Sport



Aircraft have not only opened the door to new pilots, but existing pilots who just want to fly for fun. The seaplane aspect of the ICON A5 is intriguing because it not only allows you to fly to your favorite fishing spot, but serves as a boat as well.

Training in the A5 is included as a part of the aircraft's price. It does assume that you already have a Sport Pilot Certificate or higher. For those

who do not, ICON has a two-week Sport Pilot course that is offered at one of their ICON-approved training centers.

ICON's manufacturing plant is located at Tehachapi, Calif., which is not far from the Mohave/Bakersville area.

Aircraft Specifications

Aircraft Length: 22 feet. Aircraft Width Folded: 8.5 feet.

Aircraft Height: 8.3 feet. Wingspan: 34 feet. Gross Weight: 1430 lbs. Useful Load: 430-530 lbs (depending upon options).

Baggage: 60 lbs.

Fuel: 20 gals. (auto or avgas).

Maximum Speed: 105 kts (120 mph).

Range: 300 nm (345 sm). Engine: Rotax 912 (100 hp). Take-off Distance: 750 feet. Price: \$139,000 with \$5,000 refundable deposit.

Expected Delivery: Third Quarter

2011

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E-Mail: sales@newviewtech.com Web Site: www.newviewtech.com OSHKOSH, WIS. – Not to be outdone by the US-built ICON A5 in the Light Sport Aircraft (LSA) amphibian category, the Brazilian-built SeaMax M-22 was also on display at the EAA Seaplane Base throughout EAA AirVenture-Oshkosh 2009, July 27-August 2. SeaMax is manufactured by Airmax, which is partly owned by the Omni group, a leading Portuguese aviation company.

Designed for both pleasure and mission-specific operations, the M-22 redefines typical concepts of beauty, speed, range, endurance, comfort and versatility.

The SeaMax has a composite fuselage made of carbon fiber and Kevlar, and a fabric-covered wing. A composite wing is also available for the S-LSA market. It has electric landing gear, which takes about 9 seconds to retract, and electric flaps. The brakes, located on the pilot's side, are hydraulic.

There are a number of options available, including dual throttle controls, dual brakes, various

instrumentation upgrades, and avionics and radio packages.

According to SeaMax, the M-22 provides superb handling and flying qualities, and predictable and docile stall characteristics, all designed to help lower pilot workload. Takeoff, both in water and on land, is short and easy thanks to refined aerodynamics and the powerful Rotax 912S 100 hp engine, and a warp-drive three-blade propeller. According to Airmax, the aircraft can takeoff and land in 300 feet on the ground, and 350 feet on water. Cruising speed is 115 mph, and the stall speed is 36 mph. Climb capabilities and endurance are equally impressive.

The 47-inch wide cabin features a central control stick, and dual rudder pedals. The optical-quality one-piece canopy offers excellent visibility, while ensuring superior instrument panel ergonomics.

The SeaMax lists for \$137,000. For additional information, contact SeaMax USA at 863-557-4457 (www.seamaxusa.com).

EAA's "Gold Lindy Award" Goes To Spencer Aircar Builder

Story & Photos by Michael J. "Mick" Kaufman





Spencer Aircar

Douglas Palmer proudly holds EAA's "Gold Lindy Award" for his Spencer Aircar homebuilt. Friends Dave and Kris Williams (left) and Eric Gurley (right).

ike many seaplane lovers that dedicate his or her time as a volunteer at the EAA Seaplane base year after year, I did the same. I was a volunteer dockworker when a radio call came from an approaching seaplane, a 2007 Spencer Aircar (N351DP).

As the seaplane sailed through the cut from the lake into the lagoon, I knew I had a story to write. The aircraft was a work of art that no factory-built seaplane could ever equal. I met Douglas Palmer, the pilot and builder, and his mentor and flight instructor, Brian Williams. Doug was quite ecstatic after completing his trip to Oshkosh, so I agreed to meet him several days later to get his story.

The original Spencer Aircar was designed in 1939/1940, built in 1941 by P. H. Spencer, sold to Republic Aviation, and named the "Sea Bee." Production of the Sea Bee began after WWII in 1945, and 1,060 were produced. P.H. Spencer redesigned the Spencer Aircar in 1967 for construction by amateur builders.

Doug built the aircraft totally from plans, as no kits or prefabricated components were available. Doug was inspired to build this aircraft while on an Alaskan vacation 15 years ago with his wife to be. The aircraft took 10 years to complete. The project originally started in Doug's apartment and later moved to a hangar at the Half Moon Bay, California airport (KHAF). The hangar had no electricity, so Doug used a generator to power the tools and lights while he worked.

The Spencer Aircar is constructed mostly of wood with many composite parts that Doug fabricated from his own molds. A Continental Tiara engine powers the aircraft. The engine is unique in the fact that the camshaft, rather than the crankshaft, drives the propeller. This allows the engine to run at a higher speed and turn the propeller around 1700 RPM in cruise. The aircraft has a special reversible "MT" propeller that is invaluable for docking and beaching. Doug's Aircar has a cruise speed of 120 MPH and a fuel capacity of nearly 85 gallons.

Doug Palmer was not a pilot when he began the project. He started to take flying lessons soon after the project was started, but had to put them on hold until the project was finished.

When the project began, Doug worked as a commercial photographer. He is now employed as a fabricator of

components for a company, which is building pilot-less aircraft.

CONTINUED NEXT PAGE



AOPA, EAA Formalize Collaborative Efforts... Memo of Understanding Ushers In Era of Enhanced Cooperation



(L/R) EAA President Tom Poberezny and AOPA President Craig Fuller united at EAA AirVenture-Oshkosh.

OSHKOSH, WIS. – The presidents of the Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA) cemented a cooperative agreement that was first unveiled earlier this year by signing a memorandum of understanding in the middle of AeroShell Square during EAA's 2009 AirVenture Oshkosh, July 29, 2009. Under the agreement, both organizations pledged to support each other's efforts to promote, protect, and expand the general aviation community.

"EAA welcomes AOPA's support of our outreach efforts to expand the pilot population, especially through our Young Eagles program," said EAA President Tom Poberezny. "And we are looking forward to supporting AOPA efforts to polish GA's public perception with its General Aviation Serves America campaign."

"It just makes sense for two of the largest aviation associations in the world to collaborate where our interests align," added AOPA President and CEO Craig L. Fuller. "The general aviation community faces significant challenges and opportunities in the years ahead and our

associations' individual strengths, when combined, put us in a much better position to deal with the challenges and take advantage of the opportunities."

Under the memorandum of understanding, AOPA will encourage its members to support EAA's Young Eagles program, providing first flight opportunities for youth and planting seeds for long-term growth of the pilot population. EAA will use its grass roots network to support AOPA's General Aviation Serves America campaign, which seeks to address the root cause of many of GA's challenges – a poor or non-existent public perception of general aviation.

The two organizations agree to work collaboratively on regulatory and legislative agendas helping to protect the future of general aviation, and on safety initiatives that promote safer pilots.

Poberezny will join Fuller and AOPA as one of the general aviation leaders who will open the AOPA Aviation Summit in Tampa, Fla., on November 5, 2009. In addition, EAA will play a role in several forums and events at the Summit.

The leadership of both organizations plan to host a general aviation round table discussion with other industry stakeholders in the first quarter of 2010. The agenda will be based on the shared theme of this relationship – to "Protect and Grow General Aviation."

EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's members and local chapters enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. EAA also annually hosts EAA AirVenture Oshkosh, "The World's Greatest Aviation Celebration." www.eaa.org.

The Aircraft Owners and Pilots Association is the world's largest aviation association, representing two out of every three pilots in the United States, and providing representation, education and information to protect and foster the future of GA. AOPA's annual "Aviation Summit" is expected to build understanding among aviation and non-aviation entities to improve and enhance public policy on general aviation in the future. www.aopa.org.

SPENCER AIRCAR

As the project progressed, many tenants at the Half Moon Bay airport helped out. One of them, Brian Williams, was a flight instructor who taught Doug how to fly and get the necessary ratings to fly this aircraft. Brian accompanied Doug on the flight to Oshkosh. Doug's wife flew commercially to Oshkosh, but she flew back to California with him in the Aircar.

When I asked Doug for his comments on the project, he said, "The best part of any journey are the friends you meet along the path." I must say he had quite a number of them following him and supporting him at Oshkosh. I knew when I first saw the aircraft that it would win an award, and it did – the prestigious "Gold Lindy Award." Congratulations, Doug!

EDITOR'S NOTE: Michael J. "Mick" Kaufman is the program manager for the Beechcraft Pilot Proficiency Program, and a member of the FAA Safety Team. He holds an Airline Transport Pilot Certificate, and is a flight instructor with over 16,000 hours, specializing in instrument training and seaplane ratings. (captmick@charter.net, 817-988-0174).



Be part of the future at AOPA's **Aviation Summit**

We are busy getting ready for one of the most important events of the year--AOPA's first-ever Aviation Summit, set for November 5 through 7 in Tampa, Florida.

Longtime AOPA members are probably familiar with our annual conventions. But this year we are offering something even better. AOPA's Aviation Summit will have everything you've come to expect from an AOPA event, and much more.

Of course, there will be educational and entertaining forums, great social events, an exhibit hall packed full of the latest and greatest the general aviation industry has to offer, and an unmatched aircraft display featuring everything from balloons to jets.

But above all, AOPA's Aviation Summit is a place where the leaders who make decisions about our future converge. I mean leaders from industry, thought leaders, and political leaders. These are the people who influence what general aviation will look like tomorrow and in years to come by developing the technology, steering the policy, setting the regulatory agenda, and manufacturing the products that are critical to GA.

Bringing so many leaders together gives us the opportunity to have meaningful conversations and move forward on important issues--and to do it with your input. It gives you an opportunity to help shape our future.

AOPA's Aviation Summit also offers a whole range of opportunities for you to interact with the experts on everything from medical

issues to new technologies. Our new seminar format will give you the chance to get answers to your questions from the people who know, and a new center stage in the exhibit hall will let you hear directly from aviation companies about products and services that can make your flying safer, more affordable, and more fun.

And because Tampa is such a great destination, we want you to be able to bring the whole family. So we've created more affordable ticket packages, lowered prices on many social events, and developed a whole range of activities from dolphin watching to shopping trips for those who want to get out and enjoy a fall getaway with something for everyone.

I couldn't be more excited about AOPA's first-ever Aviation Summit. To register, visit www.aopa.org/ summit, or call us at 800/872-2672 (press "3"). The best discounts are available right now, so make your plans today. I can't wait to see you there!

> Craig L. Fuller AOPA President and CEO

Airbus A380 Makes Appearance Like No Other Aircraft At Oshkosh



A380 was a huge success at EAA
AirVenture-Oshkosh 2009, July
27-August 2, providing the first
opportunity in North America for
the global aviation community and
the public to see the world's largest
passenger airliner on static display
and in flight.

The A380 used Milwaukee
General Mitchell Field as a staging
point before arriving at Wittman
Regional Airport, Oshkosh, Wis. on
July 28 to kick off the air show with a
flight demonstration.

After commanding the stage

flight demonstration.

After commanding the stage through the remainder of the week on AeroShell Square, AirVenture's main aircraft showcase area, the aircraft again opened the show on July 31 with a flight demonstration before its departure.

OSHKOSH, WIS. – The Airbus

EAA Chairman and President Tom Poberezny noted that EAA AirVenture-Oshkosh celebrates

aviation's pioneering spirit and the various demonstrations of that spirit, large and small. With the A380 making an appearance, he felt EAA had the "large" base well covered this year.

Fellow EAA member and Airbus test pilot, Captain Terry Lutz (an EAA member and RV8 builder), described the logistics of bringing the A380 to Oshkosh. The aircraft used only 5,500 of the 8,000 feet of available runway, and only one taxiway – P2 that goes to the AeroShell Square





1200 people per hour toured the gigantic Airbus A380 at EAA AirVenture-Oshkosh.

aircraft display area, which was wide enough to handle the aircraft's massive landing gear. The aircraft has 20 main landing gears.

The aircraft flown in was A380 #004 – an aircraft used for flight tests. The 18,000 people who toured the aircraft (1200 per hour over a three-day period, July 29-31) were able to see the ballast water tanks used in the testing, and all of the testing equipment and aircraft wiring. A large jumbotron was positioned outside the aircraft so visitors standing in line could view the cockpit.

For its departure, aircraft were cleared from the area, and the A380 used approximately 90% of the runway when departing on Rwy 18. It was anticipated that there could be as much as a 10 kt. tailwind. Each performance lasted 7 minutes, and each pass was within one flap setting from actual landing configuration. The demonstration highlighted the agility of the A380.

The engines on the A380 were built by the "Engine Alliance" – a consortium between General Electric and Pratt & Whitney.

Midwest Flyer Magazine asked Capt. Lutz about the public's response to the jumbo jet, and he said that of the aircraft already in service, "passengers love it!"

As for the response from commercial airports, Lutz said that the aircraft has been well received, requiring no more pavement load capability than a Boeing 747, and a loading time of 1 hour. "Catering service has been the most challenging," said Lutz.

Lutz was in the right seat when the A380 was flown to Oshkosh, and Capt. Claude Lelaie was in the left seat. Lelaie first attended AirVenture as a member of a two-plane aerobatic team, flying the diminutive "Cri Cri" twin-engine ultralight years ago. The Cri-Cri is the world's smallest twinengine airplane. It weighs just 375 lbs. (170 kilos) and can fly 150 mph. The thrust is generated from two AMT Olympus Turbines, about the size of



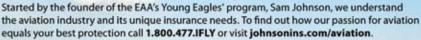
a chain saw motor. Compare this to the maximum weight of the A380 at approximately 1.2 million lbs. (561 metric tons), and a normal weight of 725,000 lbs. (330 metric tons).

Former U.S. Air Force Thunderbird and FAA Administrator, T. Allan McArtor, is Chairman of Airbus Americas. Poberezny, who flew with the Eagles Aerobatic Team for 25 years, said that he was pleased to have the opportunity to work with McArtor again.

When asked if Airbus has gotten ideas from EAA AirVenture, McArtor said, "We get inspiration from Oshkosh!"

Poberezny said prior to AirVenture 2009 that EAA expected good attendance, and that the appearance of the A380 would be a contributing factor, and he was right.







(L/R) Mohamed Badawy Al-Husseiny and Sir Richard Branson announce a business venture to further fund Virgin Galactic.

with the Abu Dhabi-based investment group "Aabar." That deal includes funds to develop a satellite launch capability for the system and the creation of a spaceport in Abu Dhabi. Under the terms of the agreement, Aabar will invest \$280 million and take a 32 percent stake in Virgin

Galactic, and will commit an additional \$100 million to develop a satellite launch capability for WK2.

Signing the agreement with Branson was Mohamed Badawy Al-Husseiny. Burt Rutan, whose Scaled Composites of Mojave, California, developed the launch system, was also present.

After the agreement was signed, Branson climbed into WhiteKnightTwo with the test pilot for the first public demonstration of the space-launch vehicle. Afterwards, he commented on how well the aircraft flew.

"I could see all of you guys down here," said Branson, "and one day we'll be able to see the Earth very clearly from the ship."

WK2 was designed to carry rocketlaunch vehicles capable of putting into orbit satellites of up to 200 kilograms at a much lower cost than current launch technologies, opening space to a new range of satellite applications.

The company's current funding, however, supports only its first objective...offering civilians suborbital flights. The Aabar investment will allow Virgin Galactic to begin developing its satellite launch capability. The price of the satellite launches will be less than \$2 million.

The agreement also gives Aabar exclusive rights to space launches in the Middle East from the planned Abu Dhabi launch complex, a facility not expected to become operative before 2014.

Virgin Galactic has deposits for space flight tickets from more than 300 prospective civilian astronauts totaling \$40 million.

SpaceShipTwo, which will be carried aloft by WK2 and released to rocket upward to altitudes of 110-130 kilometers, is scheduled for its first test fight in December 2009. The first flight to the edge of space with paying passengers is expected within 24 months.

The twin boom/cabin WK2 will carry six passengers in its right cabin, and will carry NOAA scientific instruments in the left cabin.



(L/R) Mohamed Badawy Al-Husseiny and Sir Richard Branson are joined by the main architect of Virgin Galactic, Burt Rutan.





Peggy Wein

Sully & Skiles Bring The House Down With The Airplane At AirVenture





(ABOVE) (L/R) First Officer Jeffrey Skiles, and Captain Chesley "Sully" Sullenberger, crew of US Airways Flight 1549, told about their January ditching in the Hudson River at the Honda Pavilion during EAA AirVenture-Oshkosh.

(LEFT) U.S. Airways First Officer Jeff Skiles of Oregon, Wisconsin.

Story & Photos by Dave Weiman

OSHKOSH, WIS. – Headlining the presentations held at the Honda Pavilion during EAA AirVenture, was that of Capt. Chesley "Sully" Sullenberger and First Officer Jeffrey Skiles of U.S. Airways Flight 1549 fame, "Miracle On The Hudson!" It has been 6 months since the dynamic dual ditched an Airbus A320 in the Hudson River when both engines flamed out after hitting a flock of geese. The flight that made them famous took all of 5.5 minutes.

They received a standing ovation from the standing-room-only crowd, many who were there for the triple-header that day. Featured first in the Honda Pavilion in separate presentations was Burt Rutan and Sir Richard Branson of the Virgin Galactic commercial space program, followed by newly appointed FAA Administrator Randy Babbitt, and then the crew of Flight 1549.

Throughout news reports and public appearances since the accident, Skiles has been referred to as "the copilot," rather than as the "First Officer" of the flight. But there was no question as to who was flying at the time: "Yes, I'm the guy that flew the plane into the birds and (I) want some of the credit for making Capt. Sullenberger famous," said Skiles, in a light moment to set the stage for the 28 OCTOBER/NOVEMBER 2009 MIDWEST FLYER MAGAZINE

presentation. Sullenberger, who realized the dire emergency they were in, immediately said to Skiles, "My aircraft," at which time Skiles gladly relinquished the controls, "to see if he could do any better," said Skiles, now making light of the situation, which he took seriously at the time.

Capt. Sullenberger stated that he visualized not making it to Teterboro Airport...the Hudson was their only option, he thought at the time.

Once the crew made their decision, Capt. Sullenberger prepared to ditch and carefully managed what energy remained to glide in. "I had to make the flare in the right attitude," said Sullenberger. Not too high...not too low, and straight and level. "Before that, it was an inside/outside, inside/outside action, watching airspeed and altitude."

This was the first time Sullenberger and Skiles had flown together, which is not unusual for the airlines. "It's about being able to put two strangers together in the cockpit as if they had flown together for a long time," said Sullenberger. "It's about leadership. It's about a lot of things."

Just prior to touchdown, Sullenberger told the passengers to "brace for impact," rather than have them reach for their life vests. "I wanted to choose my words carefully." Then after touchdown, he told passengers to

"dawn your life vests," and the New York City ferries arrived within 4 minutes.

Skiles gave credit to the entire crew and rescue people. "It wasn't just us...there were many people involved." The skills and training of Sullenberger and Skiles, in addition to the cabin crew of Shelia Dail, Doreen Welsh, and Donna Dent, saved 155 people that day.

Every pilot in the audience that had ever gone "gulp" in the cockpit for whatever reason, could relate to what these pilots must have gone through.

During the question and answer period, someone in the audience asked Sullenberger if he felt his experience as a glider pilot helped, and he replied yes in regards to paying attention to "energy management."

Looking back, do you feel ditching in the Hudson was the best option, someone else asked.

Sullenberger replied by noting the findings of the National Transportation Safety Board (NTSB), which used a flight simulator to determine that half of the time the aircraft could have successfully returned to LaGuardia Airport, and the other half of the time, it could not. "But we never could have made Teterboro," said Sullenberger.

When asked if either pilot had considered adding a seaplane rating to their certificates, Sully quipped, "I got word that the FAA said if I do this twice more, I can get my rating!"

Growing up in Wisconsin, Skiles had been to Oshkosh many times previously with his father, who was a private pilot. But this was Sullenberger's first time to the world's largest fly-in, and he was totally amazed and impressed with the people and the event.

"This is just phenomenal," said Sully. "It is fun to be in the same place with people who have the same passion I have had since I was 10."

Skiles said this was his first visit to AirVenture for multiple days on end, and remarked how impressed he was with the organization and the passion of the volunteers.

Coincidentally, one of the tugboat operators' names was "Vince Lombardi," said Skiles, who is a Green Bay Packer fan. Lombardi once coached the team.

Sully said that he and Skiles have tried to make the most out of the experience by bringing some recognition to broader issues at hand, including the current state of the "airline" industry. Hopefully now that they have seen that it is the general aviation community, which is truly setting the pace for the entire aviation community, they will help bring recognition to the state of the "general aviation" industry, as well.

"We're trying to make as much good of this for ourselves, our families, and our profession as we can," Sullenberger said.

Sullenberger has reportedly made a \$3.2 million book deal to tell his story. But Sullenberger admitted during the presentation that Skiles is the public speaker between the two, and will do very well in reaping the benefits of the

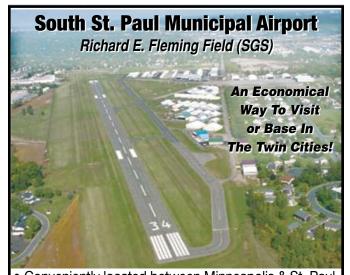
January 15, 2009, mishap.

The pilots have been guests at the inauguration of the 44th President of the United States, featured on the David Letterman Show, and had more opportunities to fly unique aircraft than the average GA pilot could even imagine, including the new Airbus A380, U.S. Air Force Thunderbirds F-16, and a P-51 Mustang at EAA AirVenture.

The following evening, Sullenberger and Skiles appeared at EAA's Theater In The Woods with actor David Hartman, who took the incident as serious as it was. It was clear who was in command of that performance, because even a pro like Hartman could not control the entertaining Oregon, Wisconsin resident, Jeff Skiles.

Whatever levity the two pilots have now to lessen the trauma associated with the mishap on that cold January day, is surpassed by how seriously they view their jobs as airline pilots.

In a touching moment, Skiles stated that he would be honored to be Sullenberger's First Officer for the captain's first flight back on line, displaying the bond that has grown between the two professional pilots (www.midwestflyer.com).



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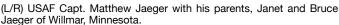
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"We like the little guy!" Glenn Burke, Manager

Minnesota Aviation Industry News

Midwest Pilot With Strong Aviation Heritage Flys New C-5M Galaxy At AirVenture







The C-5M Galaxy touches down at Wittman Regional Airport, Oshkosh, Wisconsin, on July 31.

OSHKOSH, WIS. – With about two weeks notice, one very proud mother and father in Willmar, Minnesota, received a call from their son that he would be flying the largest cargo aircraft in the U.S. Air Force inventory to the world's largest fly-in, EAA AirVenture-Oshkosh 2009.

Immediately, the mother made hotel reservations for them, and for their son's grandmother. This was one event the Jaeger family would not miss.

The pilot of the C-5M Galaxy, Capt. Matthew Jaeger, learned to fly from his father, Bruce, who owned Willmar Air Service, Willmar, Minnesota from 1979-2008 with his wife, Janet. Capt. Jaeger's grandparents, John and Mary Jane Rice, founded the company in 1945. Both the Rices were pilots.

Bruce and Janet Jaeger have been long-time EAA members, and EAA AirVenture has been a family event each year, with the late John Rice showing his vintage aircraft, and Bruce Jaeger exhibiting as a sales and service center for Mooney Aircraft, and in more recent years, for Lancair and Columbia Aircraft.

Capt. Jaeger took all of his flight

training from his father and had compiled over 450 hours of flight time by the time he graduated from high school. Much of this time was in Mooney aircraft, working for his dad in the family business.

Capt. Jaeger manned the aircraft's radios inbound to Oshkosh, and was pilot-in-command for the tactical departure, August 1. The last time he flew to EAA AirVenture, Capt. Jaeger was a young boy riding in a 1942 Waco HRE, N31654, owned and restored by his grandfather.

Capt. Jaeger attended Embry-Riddle Aeronautical University in Prescott, Ariz. on a full ROTC scholarship, and graduated in 2000 with honors with a Bachelor's Degree in electrical engineering. He was commissioned into active duty with the United States Air Force in December 2000.

Capt. Jaeger received his initial Air Force pilot training in the T-34 at Pensacola Naval Air Station (joint program with the Navy and Marines), and earned his USAF Wings at Joint Specialized Undergraduate Pilot Training in the T-1 (400A Beech Jet) at Vance Air Force Base, Enid, Oklahoma, becoming a Distinguished

Graduate in 2002.

His first assignment was flying the C-21 (Lear 35) at Ramstein Air Base, Germany. There, he was an instructor and evaluator pilot, transporting ranking military and distinguished visitors throughout Europe (2002-2006).

His next and current assignment was to fly the C-5 Galaxy at Dover Air Force Base, Dover, Delaware, in which he is an instructor and evaluator pilot, transporting cargo and troops world-wide (2006-present).

Capt. Jaeger was selected to be among the first six active duty C-5 pilots to be trained in the C-5M model. The "M" stands for "Modernization," a program of Lockheed Martin. AirVenture 2009 was the first public appearance of this upgraded, more efficient, more reliable and more affordable cargo transport.

The C-5M Galaxy has new General Electric CF6-80C2 engines with 22% more thrust, a 58% greater climb rate, and a tenfold increase in engine reliability than its predecessor, the C-5. The C-5M is also Stage 4 noise and emission compliant.

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General Characteristics of C-5/C-5M

Length: 247.8 ft. Height: 65.1 ft. Wingspan: 222.8 ft.

Normal Cruise Speed: Mach 0.77. Fuel Capacity: 332,500 lbs. C-5M Engine: 4 GE CF6-80C2 turbofans, each with 50,580 lbs. of thrust.

C-5M Operating Weight: 400,000 lbs. Max Gross Takeoff Weight: 840,000 lbs.

This translates to 6 helicopters, 36 pallets, 6 strykers, 8 CATI MRAPS, or 25 million ping-pong balls!

C-5M Range: 5,250 nautical miles, as compared to the C-5 range of 4,350 nautical miles.

The Dover pilots have been flying the new C-5M since May 2009. Capt. Jaeger is currently an instructor and evaluator pilot in the aircraft, and to date, has accumulated a total of over 4,000 hours of which 2,558 hours are in military aircraft.

"Seeing Matthew fly at EAA AirVenture was an unforgettable experience for him, his Air Force friends, and for us as his family," said Bruce Jaeger. "Every one of those guys is absolutely top notch!"

Capt. Jaeger, 31, is married to Jacquie Jaeger, who is a middle school math teacher. The Jaegers have a son, Tobey John Jaeger, age 15 months. The Jaegers currently reside in Felton, Delaware.

Capt. Jaeger's First Question At AirVenture 2009

After taxiing to Aeroshell Square, a grade-school aged boy came up to Capt. Jaeger and asked, "Sir, is this your airplane?"

Capt. Jaeger proudly replied, "Well, yes it is," at which time the boy said, "Could you please move it, so we can watch the air show?"

Twin Cities FBO Legend Lee Gilligan

by Tim Loth

ee Gilligan, founder of Crystal Shamrock, Inc., a longtime Cessna dealer, FAA certified repair station, flight school, aircraft rental and sales business, and a Federal Aviation Regulation (FAR) Part 135 air taxi company, located at Minneapolis-Crystal Airport, Crystal, Minnesota, died July 30, 2009. He was 76.

Crystal Shamrock was established in 1959 by partners Lee Gilligan, Lyle Norman, and Robert Peterson. By 1992, Gilligan was the sole owner. When Gilligan retired, he turned the business over to sons, Pat and Dan, and daughter, Debbie. Most of the seven children of Lee and Rose Gilligan worked in the family business over the years, and went on to careers in aviation.

CONTINUED ON PAGE 39



Lee Gilligan with the Cessna Cardinal he won in 1967.

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(L/R) Former Wisconsin Bureau of Aeronautics Director Bob Kunkel escorts newly appointed Mn/DOT Office of Aeronautics Director Chris Roy around EAA AirVentrue, Oshkosh, Wisconsin. Kunkel, who is now retired from state service, volunteers his time to escort VIPs during EAA AirVenture.



The president of the National Association of State Aviation Officials (NASAO), Henry Ogrodzinski (right), greets Chris Roy at the NASAO exhibit at EAA AirVenture.

I Feel Your Passion For Aviation

by Chris Roy

Roy, the new Director of Minnesota's Office of Aeronautics. It is exciting for me to discover the many facets of aviation, as well as to meet the aviation family of people around the state and region. I recognize the passion and spirit in nearly every "aviation" person I have met thus far. That is not just exciting, but is also motivating for me to be among people with that level of dedication and commitment to this industry.

I had the fabulous opportunity to visit EAA AirVenture 2009 at Oshkosh this past July. Though cloudy and raining when I arrived, it was amazing to see that no one's spirit or excitement seemed dampened at all. In fact I was told people were (happily) standing in line for an hour in the rain just to walk through the Airbus A380!

The wonderful folks at EAA learnin
AirVenture were so kind to provide also be
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me and my staff with an escort and show me things I otherwise might not have seen on my brief visit, like 12,000 aircraft, and several hundred thousand people! And that was just one brief part of one single day! What an adventure that entire event must be!

I also had the terrific opportunity to be at Minneapolis-St. Paul International Airport (MSP) when Jessica Miller, an 18-year-old pilot from Hutchinson, Minnesota, arrived in her family's Mooney M20 as she completed her 136th landing in the "Fly Minnesota Airports" program. It was wonderful not only to be there to witness this event first hand, but also to see the future of aviation as Jessica builds her foundation with hard work and true dedication.

My first few weeks here in Aeronautics were not only packed with learning opportunities for me, but have also been a lot of fun. I look forward to learning all about aviation, not just from my great staff, but from you folks who are active pilots, mechanics, aviation educators, and aviation enthusiasts. There is much we can do together that will be beneficial to aviation in Minnesota and the region. There are also many challenges ahead that we will face. But I am confident whatever comes our way, we – together – will be very successful.

A few weeks ago I had the distinct honor and pleasure of meeting Dr. George Bolon at the Winona, Minnesota, airport to commission a new navaid. His enthusiasm for all things aviation was amazing. But he said something that stuck in my mind and seemed to sum up what I have thus far discovered about people in aviation. Dr. Bolon said, (and I am paraphrasing): "Once aviation gets into your blood, it becomes a part of you ... forever." From what I have seen already, he is absolutely right!



ne of the great "perks" of being involved in aviation as a career or even as a hobby is watching it grow, prosper, change, make mistakes and grow from them. For those who have an almost all-consuming passion or even just a *really* strong desire for it, the continued success of aviation is everything to them and growth is a necessity.

Looking at the news and the dire predictions of pundits from many places around the nation, makes it appear that aviation, like large segments of the economy, are doomed. But those in or involved with aviation know that aviation is a necessity to this nation and around the globe. Without it, life as we can live it today, would not exist.

But still those in aviation know that "aircraft sales" have declined a little, as have "student pilot" starts. All of that is chalked up to the decline in



Janese Thatcher and Chris Roy of the Mn/DOT Office of Aeronautics presented Jessica Miller (center) with a certificate for having completed the highest level in the "Fly Minnesota Airports" program, by landing at more than 130 publicly-owned airports. Miller also received a hat, and will be receiving a leather flight jacket as well.

the economy and rapidly fluctuating cost of oil and gas. And yet there are people...even young people, who are drawn by and have a developing

passion for aviation and all it entails.

One young person, who is a relatively new pilot, is Jessica Miller of Hutchinson, Minnesota. She is



A representative of Signature Flight Support stamped Jessica Miller's "Fly Minnesota Passport," having landed at 136 publicly-owned airports in Minnesota.

a brilliant young woman whose dynamic spirit and penchant for all-things aviation are...well, simply amazing. Aviation is in her blood and that alone could be the fuel that drives her to aviation with energy, desire, and focus. She can very clearly articulate her personal goals in aviation, but one thing that sets her apart from most are her tremendously generous efforts to promote aviation to everyone, but with a focus on youth. And why not, since she is a recent high school graduate?!

As an example of Jessica Miller's enthusiasm and dedication, she recently completed the "gold level" of the *Fly Minnesota Airports* program. The gold level requires landings at

130 of Minnesota's publicly owned airports. But as is typical of Jessica, she took it several steps further to test and enhance her flying skills.

On Friday, August 21, 2009, Jessica Miller made a perfect landing at Minneapolis-St. Paul International Airport (MSP) in her family's 1968 Mooney M20G. Doing so, she promptly entered Minnesota's history as the first pilot...the first female pilot...and the youngest pilot to date (at 18 years old) to complete landings at all 136 publicly-owned airports in Minnesota.

Miller was excited to see her family at Signature Flight Support when she arrived at MSP, along with various aviation industry representatives. In her typically quiet manner, Jessica said, "This is really nice." She then proceeded inside the Signature Flight Support terminal where, with her Fly Minnesota Passport in hand, she received her final airport stamp from a Signature Flight Support representative.

On hand to meet Jessica Miller were Chris Roy, Director, Mn/DOT Aeronautics; Janese Thatcher, Manager, Aviation Education, Safety & Training, Mn/DOT Aeronautics; Jim Niehoff, FAASTeam Program Manager, FAA; Jeff Hamiel, Executive Director, Metropolitan Airports Commission (MAC); and Gary Pendelton, FAASTeam Program, FAA.

Mn/DOT's Janese Thatcher congratulated Miller and commented on her dedication to safe flying:

"Jessica embodies the true adventurous spirit of aviation," said Thatcher. "She also demonstrates unfailing dedication to flying safety and to the promotion of aviation and education to not just her peers, but everyone she can reach."

Thatcher added, "We are very proud of Jessica Miller for this tremendous accomplishment, as well as for her support for the Fly Minnesota Airports program. She understands the value aviation brings to the state's General Aviation airports, aviation businesses, and tourism."

Thatcher concluded, "The success of the (Fly Minnesota Airports) program is derived from the dedicated efforts of pilots like Jessica. But the ultimate benefit is to make safer pilots, increase tourism, and have a positive economic impact at every airport in the state. It is certainly a win-win program with Minnesota's pilots leading the way."

Aeronautics Director Chris Roy said, "The program, sponsored by the Minnesota Council of Airports (MCOA) and Mn/DOT Aeronautics, is designed to promote aviation safety and education by encouraging pilots to practice approaches and landings

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in many different airfield environments. In addition, it motivates pilots to attend FAA Safety Seminars and to explore Minnesota's aviation museums while it encourages and excites pilots to discover some of the many adventures to be found at cities throughout the state."

Roy added, "We are thrilled to have this young woman become the first pilot to visit all 136 public airports, and to lead the way for many more pilots to accomplish this level of excellence as they improve their safe flying skills and share that information throughout the state."

Before departing MSP, Miller took a few moments to receive words of praise and encouragement from Jeff Hamiel of MAC. Standing beside Jessica (and beaming) was her father, Tim Miller.

As Jessica prepared to depart, she graciously thanked everyone and received a special hug from her dad. He told those present that Jessica was asked if she ever thought about flying for the company she currently works for as a cashier. Tim Miller couldn't hold back a smile as Jessica turned and said, "From a cashier to a corporate pilot. YES! I can see that!" He also told the people present how Jessica worked consistently to save money to pay for all her flying by working two part-time jobs while in high school.

Jessica Miller's amazing work ethic, attention to detail, and professionalism in and out of the cockpit are what one normally finds in an older person who has had years



Before departing MSP, Jeff Hamiel of the Metropolitan Airports Commission (left) praised Jessica Miller for her accomplishments, and encouraged her in pursuing an aviation career. Standing beside Jessica is her father. Tim Miller of Hutchinson, Minnesota.

of experience. But she exhibits those traits because she is dedicated, focused, and goal-driven. No doubt her name will be heard again and again as she continues climbing out on course toward her next goals.

So when you have the opportunity and good fortune to see someone like Jessica Miller, you know you are seeing the future of aviation...and it is bright.

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o you regard a takeoff and departure as seriously as an approach and landing? Many pilots seem more concerned with navigation, enroute weather, their



Jeff Taylor

arrival, and landing at their destination than with their takeoff and departure. This is unfortunate since the accident rate for takeoffs is about equal with that for landings.

Pre-flight planning for the takeoff portion of the flight is a fundamental step too often overlooked. The takeoff plan, focused on determining if there is enough runway available and sufficient climb performance for the airplane to clear the terrain ahead, begins with calculating an accurate "weight and balance." The key word here is accurate. Use a scale to weigh baggage instead of guessing because, odds are, you will guess light. Also, make sure the weight and balance data you are using is for your specific aircraft. Not all 172s weigh the same. As the saying goes, "aircraft are like

pilots, they gain weight with age."

Next, we should consider the airport environment and, specifically, the runway we plan to use. A call to Flight Service or logging on to DUATs will give you updated weather and Notices to Airmen (NOTAMs), which should give you a good awareness of available runways and the prevailing wind direction.

When calculating required runway length, some pilots use "worst case" criteria as a preflight planning tool. They look at the aircraft's performance tables to determine the required runway length for an

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airport at 2,000 feet elevation with the airplane at maximum certified takeoff weight, no wind and an air temperature at the highest degrees they will likely encounter. Then they add 50 percent for a comfort factor. If the runway is not long enough under these conditions, then a closer look is required.

Jet and transport aircraft flight manuals provide a great deal more takeoff performance data than light aircraft manuals.

One useful table not available for light aircraft is the "accelerate-stop distance," but you can get a good idea of that distance for your aircraft by adding the required takeoff distance to the landing distance, and then add 50 percent for pilot technique.

Another major factor in an aircraft's takeoff performance is the "wind direction and speed." Unfortunately, many takeoff accidents involve taking off into unfavorable wind conditions. While deciding which runway to use, consider that a headwind that is 10 percent of the takeoff airspeed will reduce the nowind takeoff distance by 19 percent, whereas a tailwind, which is 10 percent of the takeoff airspeed, will *increase* the no-wind takeoff distance by about 21 percent.

Another wind factor to consider is maintaining directional control of the aircraft during departure. While many pilots use the *demonstrated crosswind component* as a reference for landings, it is also a useful number to use for takeoff planning.

The speed listed in your aircraft's flight manual is not a limitation, but should be respected, as it was the highest wind the test pilots successfully encountered during the aircraft's certification flights.

While most runways in Wisconsin are generally flat, do not underestimate the affect of "runway slope" on takeoff performance. A runway with an upslope of 1 percent will add 20 percent to your takeoff run. The Airport Facility Directory (A/FD) is your best resource for runway gradients.

Additionally, runway contamination can have a significant effect on the amount of runway required. Light aircraft manuals offer very little information on the takeoff performance from a runway with snow or standing water, so pay close attention to runway condition NOTAMs, especially in the winter.

Now that your takeoff is carefully planned, are you ready to execute the plan? This is the stage of flight where I see many pilots not focused on the risks they are about to encounter. Many appear to advance power and wait for rotation speed, treating the

takeoff as a means to the end of getting airborne. They do not appear to have an abort plan, nor are they prepared for an emergency.

One aspect of a safe takeoff is having an abort plan. Simply, it is deciding that if you do not have takeoff speed half way down the runway, you will abort the takeoff. The benefit of this rule of thumb is that it will work for any length runway.

The most vulnerable time for an aircraft to lose power is from takeoff to at least 1,000 feet above ground level. Are you prepared and ready to react to an engine failure? Generally, the best course of action is to maintain minimum safe glide speed and land straight ahead. Turning back to the airport is fraught with risks and a stall/spin/crash is an all too common outcome.

Takeoffs are deceiving since they appear relatively easy. Most flight instructors typically let new students handle all, or at least most of their first takeoff. However, the new student is only flying the aircraft; the CFI is managing all the other factors affecting the takeoff. It is essential to get into the habit of developing a firm plan of action in your mind before starting every takeoff roll.

Never forget that takeoffs are optional, landings are mandatory.

Megan Stritchko ARRA Specialist, WisDOT Bureau of Aeronautics

n July, Megan Stritchko became a program and policy analyst in the Airport Program Section of WisDOT's



Megan Stritichko

Bureau of Aeronautics (BOA). She specializes in compliance with

the requirements of the American Recovery and Reinvestment Act of 2009 (ARRA).

Megan's role is to ensure that the use of ARRA funds on airport construction projects is transparent and accountable to the public. This includes educating and coordinating with BOA staff, airport managers, consultants, and contractors on ARRA requirements, and collecting data from these individuals on ARRA-related activities. Additionally, she oversees project progress and compliance through on-site inspections and prepares reports on BOA's ARRA accomplishments for key stakeholders

and the public.

While Megan is new to the field of aeronautics, she has a background in public policy and state government. Before coming to BOA, she worked in the Wisconsin State Senate and in WisDOT's Public and Specialized Transit Section. Megan has a Bachelor of Arts in Political Science from the University of Chicago and a Master of Public Affairs from the University of Wisconsin-Madison.

For questions regarding ARRA-related issues, please contact Megan at megan.stritchko@dot.wi.gov or 608-266-2595.







n February 17, 2009, President Obama signed the American Recovery and Reinvestment Act of 2009 (ARRA) into law. Because one of the components of ARRA legislation is infrastructure development, the Federal Aviation Administration (FAA) received money for airport construction projects. Of the \$1.1 billion provided to FAA for airport-related purposes, WisDOT's Bureau of Aeronautics (BOA) received approximately \$14.2 million in funding for seven projects.

The FAA used several criteria to select BOA's seven ARRA projects. Priority was given to "shovel ready" projects that could be completed by February 2011, and to those projects that supplemented work already being completed at that airport. The ARRA funds provided BOA with an opportunity to tackle airport projects that were not slated to be completed until next year or the following year. The 2009 ARRA projects include:

- Austin Straubel International (GRB): FAA granted \$2.3 million to rehabilitate Runway 18/36. This project is currently under construction and is expected to be completed in October 2009.
- *Burlington Municipal (BUU):* FAA granted \$605,000 to fund a portion of the project rehabilitating Runway 11/29, the parallel taxiway, and the general aviation apron. Construction on this project was completed in August 2009. *38 OCTOBER/NOVEMBER 2009 MIDWEST FLYER MAGAZINE*

- *Dane County Regional (MSN):* FAA granted \$3.9 million to construct an extension of Taxiway B. This project is currently under construction and is expected to be completed in October 2009.
- *Dodge County (UNU):* FAA granted \$94,775 to fund a portion of the project installing Runway 2/20 lighting. This project is currently under construction and is expected to be completed in October 2009.
- *General Mitchell International (MKE):* FAA granted \$2.7 million to fund a phase of the Runway 01L/19R safety area project. This project is currently under construction and is expected to be completed in October 2009.
- *Rhinelander-Oneida County (RHI):* FAA granted \$2.3 million to fund a portion of the project rehabilitating Taxiways A, B, and D. This project is currently under construction and is expected to be completed in October 2009.
- *Wittman Regional (OSH):* FAA granted \$2.4 million to fund the reconstruction of Runway 18/36. This project is currently under construction and is expected to be completed in November 2009.

All pilots are reminded to check NOTAMs before every flight. During a construction project, runways, NAVAIDS, and other flight facilities may not always be accessible.

LEE GILLIGAN FROM PAGE 31

Gilligan established a flight school that allowed pilots to be trained and eligible for a Private Pilot Certificate in just 5 hours prior to the adoption of FAR 141. This was a programmed curriculum that assured uniform pilot training. He marketed his "Gold Seal" curriculum nationwide allowing other flight schools the hourly advantage. Eventually, the Gold Seal curriculum allowed the flight school to have examining authority.

Gilligan was instrumental in training many pilots who went on to airline and corporate flying careers, as well as other careers in aviation.

In 1972, Gilligan took advantage of another regulation (FAR 135.2) that allowed Part 135 air taxi operators to utilize aircraft, 12,500 lbs and larger, to be used for air taxi.

The purchase of two Douglas DC3s from North Central Airlines

offered the capability of transporting 26 passengers anywhere in the continent. The primary summer use was Canadian fishing trips. In the winter, Crystal Shamrock used the DC3s to transport college football and basketball teams, and many rock bands.

One of the company's most memorable trips was taking Herb Brooks and the U.S. Olympic Hockey Team to Warroad, Minnesota, to play the local high school team in 1980. The team was practicing to compete in the 1980 World Olympics held in Lake Placid, New York, which of course they won!

Another memorable experience took place in October of 1967 when Gilligan won a new Cessna Cardinal at a dealers meeting at the factory in Wichita, Kansas. "Even before I went to Wichita," said Gilligan, "I was telling everyone I had it wired,

although I must admit, this was a bit tongue-in-cheek."

Unfortunately, the business with the yellow hangars and green shamrocks painted on them closed in 2007, but the company lives on in the hearts and minds of the students, staff and customers that walked through those glass doors for 48 years.

EDITOR'S NOTE: In memory of Lee Gilligan and the Crystal Shamrock years, former Shamrock pilot, Tim Loth, is attempting to rekindle the "St. Patrick's Day Fly-In & Drive-In" held each year at Crystal Shamrock, featuring corn beef and cabbage. The event will be held March 17, 2010 at Loth's hangar at Anoka County-Blaine Airport (ANE) in Blaine, Minnesota. All former students, instructors and customers of Crystal Shamrock are invited to attend, and should contact Tim Loth for additional information and directions. Email trl7740@gmail.com, or call 612-369-5381.

Knowledge & Networking... NBAA Regional Forum

by Karen Workman

ST. PAUL, MINN. – The National Business Aviation Association (NBAA) partnered with the Minnesota Business Aviation Association (MBAA) to hold the "St. Paul Business Aviation Regional Forum," June 24, 2009. More than 500 aviation professionals attended.

The forum was held at Signature Flight Support, St. Paul Downtown Airport, Holman Field (KSTP).

The program schedule included educational seminars that detailed rules and considerations for purchasing a business aircraft. There was also a presentation on advanced vision systems. The keynote speakers were Jack Lanners, Chairman of the Twin Cities Metropolitan Airports Commission (MAC) with special guest Ed Bolen, President and CEO of the National Business Aviation

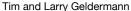




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Award-winning 1947 Aeronca Champ

A Champ In The Family

by Pete Schoeninger

t EAA AirVenture 2008, Aeronca Champ N3506E, owned by Larry and Tim Geldermann of Hartland and Sussex, Wisconsin, respectively, was named "Outstanding Custom Classic" in the 0-80 hp division. While the airplane had been in the family for 25 years, the story starts with a \$2 Cub ride as World War II was ending.

Larry's mother, Florence, had read Antoine De. St. Exupery's classic, "Wind, Sand & Stars," in 1944. She was so curious about flight that she took lessons and soloed in a J-3 Cub at Palwaukee Airport in Chicago. One day mom's lesson ended early, and she gave her flight instructor \$2 to take her 12-year-old son, Larry, for a short hop. Larry's first logbook has several 10 and 15-minute entries, dated from 1944 - 1946. In 1950, Larry soloed in a Champ at Chicagoland Airport. Sadly, Florence passed away in 1948.

In 1970, now a married civil engineer with a P.E. at the end of his name, Larry went to Gran-Aire, Inc. at Milwaukee-Timmerman Airport, Milwaukee, Wis., resumed flying lessons and received his Private Pilot Certificate. With financial help from the G.I. Bill, Larry flew with legendary flight instructor, Jim Batterman, and by 1973, had most of his ratings, and was working part time at Gran-40 OCTOBER/NOVEMBER 2009 MIDWEST FLYER MAGAZINE

Aire as a flight instructor. All of Larry's and wife, Kathy's, six children worked at Gran-Aire during the late 1970s and 1980s in line and office positions. Daughter, Mary Jo, has a Private Pilot Certificate, as does son Tim, and son Dan is a commercial pilot. Dad was the CFI for each child.

After graduating from high school, son Tim pursued a degree from Stout University in Menomonee, Wis., and took numerous "hands on" courses in addition to the usual calculus, structures, etc. en route to becoming a manufacturing engineer. He is employed at Harley Davidson in Milwaukee.

In 1983, Larry's wife Kathy asked advertising business acquaintance Wes Schmid, then the Secretary of the Experimental Aircraft Association, if he knew of any Champs for sale, as Larry wanted one for sentimental reasons. Wes knew that Bernie Klees owned a Champ based at Capitol Drive Airport in Brookfield, Wis., and was looking for a partner. Larry bought half of the airplane, and had a pleasant 14 years of co-ownership. Bernie died in 1998 and Larry became sole owner of the airplane, but soon son Tim would buy half of the airplane. Together, Tim and Larry have attended numerous EAA AirVenture workshops on fabric recovering, sheet metal basics, and Aeronca seminars by Bill Pancake.

In 2000, the FAA issued AD 2000-25-02, mandating a thorough inspection of wood spars in various Aeronca

airplanes. Larry and Tim felt it was "about time" to remove the wings and give the whole wing assembly a thorough inspection and recover. In July 2001, off came the wings, and a close inspection in Larry's basement yielded no spar problems. When done Tim noted, "The wings were too nice to put back on the old fuselage!"

At that time the owners decided to restore the entire airplane. Neither had rebuilt an airplane before, but they had completed many seminars, helped other airplane owners, and were proud enough to do something over, "Sometimes three times," said Larry, until they got it right. Since neither Tim nor Larry is a licensed mechanic, they had numerous visits by Inspection Authorized mechanics.

Every piece of the airplane was disassembled, inspected, and either rebuilt, or in the case of the hardware, cowling, windows, wood formers, cabin woodwork, firewall, and engine compartment baffles, hoses, etc., replaced with new. The 65 hp Continental engine was determined to be in good condition, and was pickled during the 6-year airframe rebuild. Tim and Larry did virtually all of the work on the airplane, except for sandblasting and priming the bare fuselage, which was done at a local auto shop. Prior to blasting, Tim welded a missing step on the fuselage.

When Larry and Kathy had a new house built in Hartland, Wisconsin, Larry specified a door that would allow the wings and entire fuselage to pass directly from the garage to their basement with a few inches to spare. But with the new step welded to the fuselage, the door was too small, and the fuselage was completed in their garage.

The entire airplane was recovered using the Stits Poly Fiber system with a lot of phone help from Jim and Dondi Miller of Aircraft Technical Support.

In December 2003, heated space was rented from friend Dennis Mohr at Waukesha County Airport, Waukesha, Wis., and the last 3 of 6

years of restoration was accomplished there.

As restored, the airplane is entirely stock except for paint color and cabin interior. It was completed on November 3, 2007, and made its first flight on November 4.

The airplane cruises at 94 mph,

faster than most 65 hp Champs. Larry attributes that to great detail in rigging the airplane exactly to factory specs, and to Tim's excellent paint job.

How much did it all cost? Larry would only say, "You don't want to know, but the experience was worth every penny and more."

Helicopter Specialties Breaks Ground For New Facility



JANESVILLE, WIS. – Helicopter Specialties, Inc., located at Southern Wisconsin Regional Airport in Janesville, Wis., broke ground for a new \$1.6 million maintenance facility on August 27, 2009.

The total square footage of the existing building is 13,900 sq feet. The total square footage of the new building will be 28,750 sq. feet. The project will be completed by January 2010.

Helicopter Specialties specializes in helicopter maintenance, and outfitting and maintaining medical helicopters. Jim Freeman is president.

(L/R) Tom Helgesen of T&K Helgesen, Inc.; Jim Freeman, President of Helicopter Specialties; and Terry Peed, Chief Inspector.

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New FAA Administrator Meets Pilots Head-On



(L/R) FAA Administrator Randy Babbitt stopped by the National Association of State Aviation Officials exhibit to greet NASAO President Henry Ogrodzinski, following his presentation to pilots in the Honda

OSHKOSH, WIS.- Newly appointed FAA Administrator Randy Babbitt met with pilots July 30 during EAA AirVenture-Oshkosh in the annual "Meet The Boss" program at the Honda Pavilion. Babbitt listened to their concerns, and took immediate action on some, and had his staff take notes on others. During a question and answer period one pilot stood up and express how pleased he was that Secretary of Transportation Mary Peters finally appointed someone the administrator who was a pilot. Babbitt was sworn in as the 16th administrator on June 1.

Babbitt flew for Eastern Airlines for 25 years, and was president and CEO of the Air Line Pilots Association (ALPA). He served on the FAA Management Advisory Council since 2001, and was chairman from 2004-2006. In that capacity, Babbitt counseled the FAA Administrator on a variety of topics, from air traffic modernization to regulatory policy. Most recently, Babbitt was a consultant and partner with Oliver Wyman.

Babbitt recognized the role EAA plays in the aviation community. "Where else can you tailgate under a (Cessna) 172 or (an Airbus) A380?" said Babbitt. "If you want to see the grassroots of aviation, you have to come to Oshkosh!"

Contentious issues that have dominated previous administrator forums - medical certification, user fees, LSA rule – are not in the forefront of aviation concerns this year, and the smaller turnout at the forum proved that out. Instead, Babbitt concentrated on addressing improvements in GA safety and future technology.

"The safety story has become a good story in general aviation," Babbitt said. "The numbers of fatal accidents are down substantially, and if anyone thinks it's because flying hours are down, that's not the case; the rates themselves are coming down."

Babbitt attributed some of the safety improvements to glass panel technology, which provides pilots with better information and improved situational awareness.

Babbitt also acknowledged that GA flight hours are down because of higher fuel prices and the downturn in the economy, and is concerned that will have an effect on safety.

"We've got to find an extra way to maintain sharpness," he said. "That is a key factor in maintaining currency and proficiency."

Babbitt noted a significant improvement in incursion incidents, which he attributes to the FAA's program to improve runway signage and an emphasis on educating

Babbitt noted that pilots need to take responsibility, and have to remain attentive and avoid distractions in the cockpit. "The time to understand the runway layout is not on short final," he said. "Take time to brief yourself; look at airport charts."

As for misunderstanding air traffic control instructions, Babbitt said, "All you have to do is say, 'I didn't understand.' It's simple things, common sense things."

The administrator is pleased with how the Light Sport Aircraft movement is going, and how manufacturers are holding themselves to high standards.

The administrator discussed "NextGen," and noted that it is not simply an airline program, and that the entire aviation community will benefit.

ADS-B will form the backbone of the system, and Babbitt noted that 20,000 aircraft are already equipped to

> take advantage of Lateral Precision with Vertical guidance (LPV) procedures for instrument landings. Last year 417 LPV procedures were commissioned; this year's goal is 500. Babbitt said, "The fact is, NextGen gets you into places that before would have been out of reach."

> Babbitt avoided the subject of "user fees," which has been the strongest objection to NextGen.

Babbitt presented the FAA Master Pilot Award to EAA founder, Paul Poberezny, during the program.

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A Casket Is Born At AirVenture



Chuck Swain of Beaver Dam, Wisconsin, with his casket of beer at EAA AirVenture-Oshkosh.

OSHKOSH, WIS. - When Royal Air Force Field Commander Charles William Anthony "Tony" Collins fell into the cooler in "Paul's Woods" at Camp Scholler on the EAA AirVenture grounds many years ago, he started the legend of the "casket cooler," which lives today.

"Tony was a Battle of Britain survivor who flew the Hawker

Hurricane and was a veteran of many Oshkoshs," said "Reverend" Chuck Swain of Beaver Aviation, Inc., Juneau, Wisconsin, guardian of the casket cooler, that quenches the thirst of hundreds of EAA-goers each year. "He lived in Worcester, England, so it was quite a trip. Unfortunately, he died several years ago...just like so many other WWII vets, eh?"

When the plastic coolers became so old as to be unusable. Swain asked his friend Brian Dominick (Benvenuto's Restaurant), if he knew where he could get a real casket. Dominick happened to have one in his warehouse and donated it to the cause. Chuck Neuman of Water Technology sent a couple of guys over to install a pool liner after Swain had insulated the daylights out of it! He installed a calibrated vernier drain and the rest is history. This happened in 2003 or 2004.

"We've had all sorts of visitors and celebrities attend services at the 'Beer Church'...Michael Dorn from Star Trec (Warf); astronaut Hoot Gibson: world altitude holder. Bruce Bohannon; virtually all of the Apollo and Shuttle types; Will Whitehorn (Virgin Galactic); the Russian equivalent of the FAA; delegates from the Dominican Republic; the South African delegation, and of course,

Hugh Ragg and Gary Spicer of the Sport Aircraft Association of Australia (SAAA).

"We gave up counting beer bottles and now measure the quantity of ice we consume each year," said Swain. "600 lbs this year, but it was cool, and up to 800 lbs last year, when it was hot."

Swain said that you cannot buy a beer at the casket, but you're free to sample as much as you like. "The only caveat being...next year, bring the kind of beer you drink locally!"

Swain and friends, Risch Fischler and Brian Dominick, stock the cooler at the beginning of the week with the type of beer they like, and end up taking home almost, but not quite, the same amount of different beers at the end of the week. There's always a lead/lag due to new people and that's a good thing. It assures them of new and interesting beers the following year.

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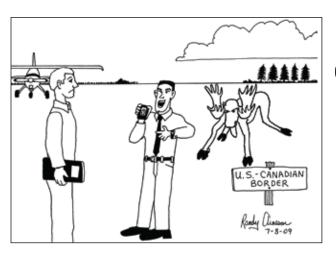


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Piper Rejuvenated At Oshkosh!



PiperJet

OSHKOSH, WIS. - While some aircraft manufacturers are going out of business, and others are considering more cutbacks, Piper Aircraft, Inc., is full steam ahead. The company was bought by "Imprimis" earlier this year. Imprimis is a corporate finance and investment management firm that operates from offices in Bangkok, Singapore and Brunei Darussalam. While the president and CEO of Piper at the time, Jim Bass, made the deal happen and is highly respected in the industry, he was replaced in June 2009

by other Piper veterans.

Midwest Flyer Magazine met with Piper's Bob Kromer, Vice President of Sales and Marketing, during EAA AirVenture-Oshkosh, July 29, 2009, to discuss the changes in ownership and management, and how this would affect the company's future.

Kromer joined Piper in 2006. He came to Piper from Sino Swearingen Aircraft Company in San Antonio, Texas, where he was Vice President of Sales and Marketing, responsible for all the sales and marketing activities

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of the SJ30 business jet. Prior to that, Kromer was Senior Manager of Flight Test and Flight Operations at Sino Swearingen, Executive Director of the Mooney Aircraft Pilots Association, and Executive Vice President and General Manager of Mooney Aircraft Corporation. Kromer graduated from Texas A & M University with a B.S. in Aerospace Engineering and is a commercial, multiengine and instrument-rated pilot.

The first question we asked Bob Kromer was who is running Piper nowadays, and what's their aviation background.

The Chairman and CEO of Imprimis is Steven Burger, who is a U.S. educated Indonesian who lives in Singapore with his wife and three children. Burger is not a pilot, but was at Oshkosh this year for the first time to get a feel for those of us who are. Burger selected the best at Piper to steer the company into the future, rather than recruit people outside the company.

Kevin Gould was promoted to the position of Chief Executive Officer. Gould joined Piper in 2005 as Vice President of Operations. Since arriving at Piper, Gould has overhauled the company's manufacturing operations to meet production schedule commitments, while improving both cost and quality performance. Previously he served as Senior Vice President of Operations at Adam Aircraft Industries in Denver, Colorado, where he set up the company's manufacturing and quality organizations in preparation for commercial production of its A500 aircraft. Gould spent 12 years at Boeing in various operational roles within the company's commercial aerospace business.

Gould holds an M.B.A from Harvard Business School, a Juris Doctorate from the University of Southern California School of Law, and a B.A. from Washington State University. He is a private pilot.

John Becker, who joined Piper in 1989, was promoted to President.

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Becker has successfully implemented numerous projects including development of the Meridian (Piper's flagship, turboprop aircraft), the Seneca V (Piper's premier twinengine aircraft), two models of the Saratoga (Piper's midlevel, performance aircraft), and the Archer and Warrior II (Piper's entry-level aircraft). In his capacity as Vice President of Engineering – and now as President – Becker leads the team responsible for the ongoing design and development of the "PiperJet." Prior to joining Piper, Becker worked with Bombardier Learjet as a powerplant engineer/consultant on the Learjet Model 31A, Model 45 and Model 60.

Becker has a B.S. in Aviation
Technology from Embry-Riddle
Aeronautical University, an
M.B.A. from the Florida Institute
of Technology, and a Master
Certification in Program Management
from George Washington University.
He is an instrument-rated commercial
pilot and an airframe and powerplant
mechanic. Additionally, Becker has
served as a Designated Engineering
Representative for the FAA.

Kromer told Midwest Flyer Magazine that Piper now has the financial backing it was lacking, and continuity in leadership, to go forward with the PiperJet program, and to rejuvenate other aircraft programs, such as the Piper Warrior and Archer. Kromer said that the "Warrior" remains a popular model at aviation colleges and universities because of its economical 160 hp Lycoming engine, and the Archer is a deluxe single-engine model with its 180 hp Lycoming with all of the features pilots come to expect in a modern aircraft, including the Garmin G600. a synthetic vision system (SVS), dual WAAS, S-TEC 55 autopilot, leather upholstery, and air conditioning for \$300,000. The Warrior also comes equipped with the Garmin G600. Kromer says that it is not unusual for a flight school to operate a Warrior for 10,000 hours before replacing it because of their reliability and



(L/R) Bob Kromer, Vice President of Sales & Marketing for Piper Aircraft, Inc. with John Lowe, President & CEO of Des Moines Flying Service and Chicago Piper, at EAA AirVenture-Oshkosh.

economy.

The Malibu and Meridian remain top sellers at Piper. Kromer expects Piper to return to a full production line soon. The company is building a separate building for the PiperJet assembly line (www.piper.com). The PiperJet was featured in the fly-by demonstrations at Oshkosh, and was being flown by Piper test pilot Dave Schwartz.

Meeting with us was John Lowe, President and CEO of Des Moines Flying Service (DMFS) and Chicago Piper. Des Moines Flying Service has been associated with Piper Aircraft since 1937, and has sold literally thousands of new and used Pipers and other makes all over the world (www.dmfs.com). Chicago Piper was established to specifically serve the greater Chicago market. Between the two companies, they serve the states of Iowa, Minnesota, Wisconsin, North Dakota, South Dakota, Nebraska, and northern Illinois. In addition, ASI Jet Center at Flying Cloud Airport, Eden Prairie, Minnesota, is DMFS's Piper sales and service affiliate serving the Twin Cities (www.asijetcenter.com).



The North 40 At Wittman Field



(ABOVE) Looking west at Wittman Regional Airport (Wittman Field), the "North 40" located on the right side on the approach end of Rwy. 9.

(RIGHT) Socializing is popular in EAA's North 40.

by Robbie Culver

he magic of EAA's AirVenture, Oshkosh, Wisconsin each July is not the spectacular flying machines, nor the stunning displays of aerobatics, not even

the classic lines of the many rare vintage aircraft or proud warbirds on display. The true heart and soul of the experience is the people, and nowhere else is this found quite like the "North 40" of Wittman Field.

For those that arrive holding the "GAC" sign following the Fisk arrival to the show, indicating they intend to camp with their aircraft, many end up on the north and south sides of Runway 9/27 in what has become known as the "North 40." Row upon row of aircraft, some arriving en masse in formation flights of similar type, line the grass. A veritable tent city springs up one week each year, full of aviation nuts looking to make the most of their pilgrimage to Oshkosh.

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Accommodations are sparse, the experience requires patience and perseverance, and careful planning and loading of one's aircraft is required. But in return, camping in the "North 40" offers a cleansing experience that is good for the soul, and reminds one of the vibrant spirit of General Aviation that is so alive in Oshkosh each year. Perhaps no other aviation event represents all that remains to be found of the good, clean, spirited America we all know and love.

From dawn to dusk, the air over Wittman Field rings with the sound of engines large and small in a song not heard at any other event in America. The cacophony of sound can mix into the sweetest sound a pilot can imagine – a P-51 Mustang taking off, a Boeing B-17 flying overhead, T-6 trainers departing in loud formation, even the buzz of new Light Sport Aircraft engines. But once the field closes for the evening at 8 pm, a hush settles in, and friends old and new settle down to relax, enjoy the camaraderie of aviation, tip back a cold

beverage or two, and watch the sun set. Here in aviation's mecca, friendships are made and renewed among strangers that share the magic and freedom that flight brings.

The experience often brings with it some sense of community and survival, as often a powerful and seemingly evil thunderstorm accompanies the stay. But this only serves to strengthen the bonds and deepen the commitment felt as one makes it through and soldiers on regardless. The shower houses are a bit spartan, the porta-potties can be overwhelming on a hot day, and just walking to and from the taxiway to catch the bus can seem a chore in the hot sun. Pumping water through one's body becomes a defense mechanism against the ever-looming and very real threat

of heat exhaustion. Sunblock and water bottles become necessities as much as a tent, air mattress, sleeping bag, and pillow.

But in return, the sense of calm and overwhelming inclusion in something so rare and so unique is what most return for – that, and the people they meet. For if nothing else changes year after year at Oshkosh, it is the people that make the event the special place it truly is. Just a slow stroll through the endless rows of aircraft will result in meeting people of all walks of life, sharing their little piece of Oshkosh with their new-found friends and sometimes complete strangers.

All it takes is a casual "hello," or a question about the aircraft, and conversations flow easily. Smiles abound, and the sense of well being and friendship in this place, make one wonder how the rest of the world cannot understand the attraction. It seems impossible that someone could go hungry in such an environment, or walk far without being offered a cold beverage to quench their thirst. Indeed, it is the sense of community and togetherness that makes Oshkosh the unique event it truly is.

Even hardened veterans of AirVenture agree...camping by your airplane at Oshkosh is an experience that is so special, and so treasured, that it borders on the mystique for some. People travel from all over the world to share their dreams and tell their tales in the "North 40," and while there are certainly other areas to camp at AirVenture, this one is so unique, and so well known, that many forego other opportunities to share the experience.

This year was no exception – aircraft as small as little Piper Cubs, and as large as Cessna Caravans served as home to the thousands of pilots, family, and friends that gathered in the soft fields of lush grass to while away the time, share the evening, and exchange their experiences. Many forego the afternoon air show and bustling crowds to sit and enjoy the company of strangers and friends alike. Just sitting by the runway in the evening's fading light, watching the final departures as the field closes for the day, is enough to wash the stress of every-day life away and renew the deeply held bond that every pilot shares.

And for those that fear General Aviation is dying or being squeezed out of existence, one night spent in the "North 40" is enough to remind them that aviation in America is alive and well. For the people that fly for fun or for a living, and those that share the romance and love of aviation, evenings in Oshkosh are enough to show us all that what we share in Oshkosh is unique and unimagined to those that have never been there. For those that cannot understand, nothing that is said can make them understand. It truly is one of those things you simply must experience to understand.

For 51 weeks each year, we dream of such a time, in such a place, where endless rows of gleaming wings stand clear; the quiet evening air in the fading light along Runway 9/27 at Wittman Field is simply magic.

Preparing For The Trip

When packing, pay close attention to weight and balance versus fuel load, especially in the summer heat and high-density altitudes that accompany it. If you are coming a long distance, pace yourself and don't overdo it en route. Most of all, get, read, and understand the NOTAM that details the arrival and departure procedures.

Bring a sturdy tent with a good rain fly, ensure that your aircraft is well secured (and has enough room to shelter you in the middle of the night if your tent does fall prey to the weather), and never leave anything unattended at your campsite that could become an airborne hazard from prop wash or high winds. Be certain to drink plenty of water (available free on site if you bring a container), use sunscreen and insect repellent, and bring a lightweight folding chair. A cooler is also a good idea if it is practical to transport in your aircraft.

Dress for temperature ranges from hot and humid to cool and damp, and be certain you have comfortable shoes!

Almost anyone can manage the experience – food is plenty, new friends will certainly be made and old ones found without warning, and the basics required for survival are all in place. Most of all, approach the time at Oshkosh with patience and the perseverance that you will need to make the most of the experience.



EAA Founders' Wing Dedicated



Audrey and Paul Poberezny in an exhibit created to look like their office in the basement of their home when they started EAA in 1953.

OSHKOSH, WIS. - EAA Air Venture-Oshkosh 2009 was truly great with the appearance of the world's largest airline transport, the Airbus A380; Virgin Galactic's WhiteKnightTwo; 10,000-plus fly-in aircraft, and hundreds of vintage aircraft, warbirds, homebuilts and the high-tech surveillance plane, "Predator;" and amazing pilots likes Bob Hoover, Harrison Ford, Burt Rutan, and the crew of U.S. Airways Flight 1549. None of these aircraft, and none of these people, would have been in Oshkosh that week, nor would we, if it were not for two people - Paul and Audrey Poberezny. These two people deserve our respect, our gratitude, and our thanks for starting the Experimental Aircraft Association in the basement of their Milwaukee, Wisconsin home in 1953. It was only befitting that EAA build the "Founders' Wing" at the EAA Air Venture Museum in their honor.

One year after fundraising began, the wing was dedicated on July 27, 2009, during EAA AirVenture. It was an historic event!

The former restoration shop floor was converted for special events and exhibits. On a balcony above, accessed from the museum's main gallery mezzanine, is the new Founders' Gallery where exhibits highlight the history and legacy of EAA. Beyond that is the new Founders' Library, which tells the story of Paul and Audrey Poberezny. The Pobereznys' office has been reconstructed to look identical to the office in the basement of their Milwaukee home when they started EAA.

Coordinating construction of the Founders' Wing was the Pobereznys' daughter, Bonnie Poberezny, and her husband, Chuck Parnall. The Pobereznys' son, Tom Poberezny, emceed the dedication ceremonies.

EAA AirVenture-Oshkosh 2009 Exceeded Expectations

OSHKOSH, WIS. – "I had high expectations for AirVenture 2009 (July 27-August 2), but even those expectations were exceeded," said EAA President and Chairman, Tom Poberezny, following an excellent turnout of spectators and participants.

"After each event, you like to say it was the best ever, but you can't do that every year. But I'm going to say it this year – AirVenture 2009 was the best ever! It's difficult to imagine a week that matched the highlights, enthusiasm, and passion for aviation that we saw this year at Oshkosh."

Attendance: 578,000 – An increase of 12 percent over 2008.

Poberezny: "When times are tough, people make choices. Those with a passion for aviation made their choice this year... Oshkosh was the place they couldn't miss in 2009.

"I've been chairman of AirVenture since the mid-1970s and I have to say we've never had a better lineup of 48 OCTOBER/NOVEMBER 2009 MIDWEST FLYER MAGAZINE

airplanes, people and programs than we had this year. I'm pleased EAA invested nearly \$4 million in site improvements over the past 11 months, allowing us to handle this year's increased attendance. We've received extensive and positive feedback on those site improvements and enhancements."

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

Total showplanes: 2,652 (highest total since 2005). That figure includes 1,023 homebuilt aircraft, 1,007 vintage airplanes, 355 warbirds, 116 ultralights, 99 seaplanes, 36 aerobatic aircraft, and 16 rotorcraft.

Commercial exhibitors: 750.

International visitors registered: Up slightly from 2008, with 2,182 visitors registered from 75 nations, with Canada (700 visitors), South Africa (220), and Australia (208) 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 41,000.

Media: 907 media representatives on-site, from five continents.

What's ahead in 2010?

Poberezny: "This year, we highlighted emerging new

aviation technology such as electric-powered aircraft. We will continue the emphasis on those innovations at Oshkosh in 2010. In addition, there are several significant aviation anniversaries next year, such as the 75th anniversary of the DC-3, and further developments in Virgin Galactic's space tourism efforts."

EAA Air Venture-Oshkosh 2010 will be held July 26-August 1.

First Woman To Fly Without Arms



Jessica Cox

OSHKOSH, WIS. – Among the featured speakers at EAA AirVenture-Oshkosh, July 29, 2009, was a young lady who was born without arms. Jessica Cox flew a vintage Ercoupe into Wittman Regional Airport in a group of eight Ercoupes. Cox became the first person without arms to earn her pilot's certificate in October 2008.

But it wasn't easy. Trying to figure out how to buckle herself into the four-point seatbelt, using her feet, was the first challenge. She finally figured out that if she left the seat belt loose, climbed on top of the seat and slipped in, she could then tighten the seatbelt once inside. The first time it took her 45 minutes. She can now buckle up in 5

minutes.

"Every challenge needs to be broken up (into phases) and then I can figure out how to solve it," said Cox, who is a motivational speaker. "With practice, it becomes easier and easier." But learning how to fly wasn't easy. Her first challenge was to find the right airplane...her second was to find the right flight instructor. At one point, Cox almost gave up her dream. Now, she plans to pursue additional pilot ratings.

Using her feet, Cox does it all...eats, combs her hair, plays piano, and can type 30 words per minute.

In one of his speeches during AirVenture, EAA President Tom Poberezny recognized Cox for her determination and accomplishments, and said that she embodied the spirit of EAA.

For more information on Jessica Cox, go to her website, www.rightfooted.com.





he next best thing to actually going on the "Midwest Flyer Canadian Fishing Fly-Out" each year is to relive and share the experience with you, and making plans for next year's trip.

by Dave Weiman

When we started the "fly-out" in 2004, there were only two planes – mine and one other – and when my plane experienced a mechanical the day of departure, we were left with

On left base to Rwy 27 at Miminiska Lodge in Ontario.

one plane. So I flew with the other pilot – Phil Peterson of Oregon, Wisconsin – who is now "second in command" by seniority.

The idea for the fly-out came from Ray Rubin of Eagle River, Wisconsin, in 1989. Ray was in the Canadian resort business at the time, and had some flying experience. The resort he was involved with had a private airstrip, so he felt that a "fly-out" of private aircraft would be a natural and we began promoting it. It was not until years later, however, that the fly-out took hold. I was happy when Ray decided to join our group in 2009, so he could see how the fly-out had grown.

This year, there were seven planes on wheels and 17 people that



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We have arrived.



A Wasaya Airlines Pilatus PC-12.

enjoyed the trip held August 19-23, 2009, which included pilots and their passengers from Minnesota, Wisconsin, Iowa and Maryland. Among the planes were a Cessna 172 and Piper Archer, two Cessna 182s, and three Piper Cherokees. Our final destination was Miminiska Lodge (CPS5), located along the Albany River watershed, 196 nm north of Thunder Bay, Ontario. This was our third trip to Miminiska, and it will not be our last. Of the five lodges with airstrips I have flown to over the years, Miminiska is simply the best facility for this fly-out. It has a grass airstrip on the property, which is preferred over a gravel airstrip, off property; the accommodations and service are exceptional; the boats and motors, and facilities are well maintained; and the trip is affordable for the average GA pilot. Miminiska is also located far enough into Canada to make the trip an adventure, but not so far as to keep the novice private pilot from participating. As Goldilocks said in the bedtime nursery tale, "Goldilocks & The Three Bears," "this bed is just right!"

Flight planning and execution is much simplified, thanks to a personal "Flight Plan Guide" we put together in advance of the trip, and our step-by-step "Quick Reference Guide & Checklist," which summarizes the information, and highlights radio frequencies and procedures. Both the guide and the checklist are updated each year, thanks to input we receive from participants.

This year we included a chapter on new U.S. Customs & Border Protection (CBP) procedures, including Homeland Security's new electronic "Advance Passenger Information System (eAPIS). Yes, eAPIS is one more layer of red tape between the fish and the fisherman, but once we were all registered with CBP, the process went quite smoothly. We also found that the U.S. Customs officer on duty on our return flight through Ely, Minnesota (who was known only as "Dan" for security reasons), was extremely courteous and helpful. He apparently grew up in the area, understands the local environment, and wanted eAPIS to work, as we all did.

For additional information on eAPIS and our proposal to improve the current system of notifying Customs and Flight Service, see the "Dialogue" column entitled "Streamlining Customs & Flight Service Would Enhance Security...Cut Costs!" published in the August/September 2009 issue of *Midwest Flyer Magazine* (www.midwestflyer.com).

The Aircraft Owners & Pilots Association (AOPA), Experimental Aircraft Association (EAA), and U.S. Customs & Border Protection (CBP) provided information on eAPIS, and assisted us throughout the registration process (https://eapis.cbp.dhs.gov/). When we got home, AOPA followed up to evaluate any problems we may have encountered with the new procedure.

Not only were we able to complete our "Traveler







Alan Cheeseman of Miminiska Lodge, looks over the aircraft that flew in for the "Midwest Flyer Canadian Fishing Fly-Out."

Manifests" for U.S. Customs & Border Protection for both our outbound and inbound legs prior to leaving the comfort and convenience of our homes, but we were also able to file all of our U.S. and Canadian flight plans prior to departure, which really simplified things during the trip. Additionally, we contacted Canadian Customs with our ETAs into Thunder Bay the night before, using 1-888-CAN-PASS (226-7277), and had our planes fueled and loaded. On the day of our departure, all we had to do was check on weather, NOTAMS, TFRs, and go.

Concerned with some weather moving in from the west, four pilots, including myself, decided to leave a day early, and arrived in Ely, Minnesota (KELO), the night before our planned departure.

I, along with my fishing partner, Dick Doerfer of Verona, Wisconsin, departed the Madison, Wisconsin area at sunset, and enjoyed a pristine flight, 250 nm direct to Duluth, Minnesota (KDLH), and then direct to Ely, 69 nm further north, for a total of 2.7 hours. Concerned about the

possibility of fog settling into the Duluth harbor, I contacted Green Bay Radio to get an update on the forecast. Clear skies were expected until daybreak. I was relieved. Once passed the city lights of Duluth, and with Lake Superior to our right, flying that moonless night into the north woods was like flying into a black hole! Only the "Big Dipper" and an occasional light on the ground, differentiated sky from earth.

When we landed at Ely, every light in the universe shined brightly...galaxy upon galaxy, star upon star. The cool, crisp air was a reminder that fall would soon be here.

We stayed at "Motel Ely," a nice 1950-era motel, owned and operated by Roger and Debbie Murawski (www. motelely.com). Upon our arrival, Roger picked us up at the airport and drove us the short distance to town.

Reveille was at 7:00 am the next morning, and there were enough of us that Debbie had to make two trips to the airport. When we arrived, we were greeted by airport manager, Jim Preblich, who made the airport terminal





facilities available to us, and topped off our tanks one last time before we left U.S. airspace. We also updated our ETAs into Thunder Bay with Canadian Customs.

Ely has a VOR on the field and a Remote Communications Outlet (RCO) to contact Princeton Radio to open our flight plans, to obtain a discrete transponder code (FSS gets the code from ATC), and to stay in radio contact with them as we crossed the border. Pilots are required to maintain radio contact with either Flight Service or Air Traffic Control while crossing the border, as required by U.S. Customs & Border Protection, the Federal Aviation Administration, and the North American Air Defense Command (NORAD).

Those of us who climbed to 5.000 feet MSL or higher had the option of contacting Minneapolis Center to obtain our squawk code directly from them, but there was better communications with Flight Service. Once across the border, we changed our squawk code to 1200 VFR until 35 miles southwest of Thunder Bay, when we contacted Approach Control and obtained a different squawk from the Canadians. At least one pilot in our group was told to continue squawking the code assigned by Minneapolis Center.

Out of Ely, Minnesota, we flew direct to Thunder Bay, Ontario (CYQT), 106 nm on the 072-degree radial. Upon our arrival, members of our group greeted one another at the Esso fuel operation, and one by one, we taxied to Rwy 07 for departure.

I called the lodge to inform them to expect four aircraft from Thunder Bay, and three aircraft later in the day. As it turned out, two aircraft were about an hour behind us, and one aircraft took a different route, due to weather, from Oconomowoc, Wisconsin, through the Upper Michigan Peninsula, clearing Canadian Customs at Sault Ste. Marie, Ontario (CYAM).

The tower at Thunder Bay activated our flight plans upon departure, and Thunder Bay



The 1957 de Havilland Otter at Miminiska Lodge.

controllers were exceptional in their duties, as usual. They kept the mixed traffic flowing nicely, including an Air Force C-17 that made a low pass as we readied for takeoff.

One by one, we switched from tower to departure, and all aircraft in our group stayed in radio contact with one another on 122.75.

Departing Thunder Bay 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.

Within minutes, we were flying across the beautiful Canadian wilderness!

The weather was superb throughout the trip - visibility was unrestricted, and the wind, was not much of a factor, even heading north.

GPS technology, and prominent landmarks like Lake Nipigon east of our course, extending north and south for 40 miles, and visible from a distance, made navigation easier. Our entire route from Thunder Bay to Miminiska Lodge was on the Thunder Bay VFR Navigation Chart, which simplified things even more.

An alternate airport directly on our route of flight was "Armstrong" (CYYW), located 80 nm south of Miminiska Lodge, and there were several airports east and west of our course, which we noted on our charts in the event we had to divert.

We kept a copy of the "Canadian Flight Supplement" in our flight bags.





Shore lunch.

Besides being a nationwide airport directory, the supplement contains a lot of information about Canadian flying, emergency procedures, and search and rescue.

According to Canada Air Regulations (CAR) 602.61, when operating in the sparsely settled area north of 52 degrees, pilots need equipment sufficient to provide the means for starting a fire, making a shelter, purifying water, and visually signaling distress.

Floatation devices, such as life vests or cushions, are also encouraged in the event of a water landing. In fact when you file a flight plan with Winnipeg FSS, the specialist will ask what you have on board for survival equipment, and you better be prepared!

The AOPA Air Safety Foundation (www.aopa.org/asf) and the Federal Aviation Administration (www.faa. gov) are good sources of information for specific emergency landing procedures.

Canada's search and rescue procedures and personnel are among the best, and thanks to the standard 121.5/243 MHz emergency locator transmitter (ELT), the new 406 MHz GPS ELT, personal locator GPS beacons, Canada's flight plan and notification requirements, and pilots monitoring common frequencies,



Daily catch.

the occupants of a downed aircraft will likely be picked up and back in civilization within 24 hours.

As we approached Miminiska, we monitored the common air traffic advisory frequency 122.8, and as each plane landed, the pilot informed the others when the aircraft was clear of the active runway.

Miminiska Lodge is one of few Canadian lodges that have their own airstrips (CPS5). The grass runway (9/27) is 50 feet wide and 2400 feet long. Besides the single-engine aircraft in our group this year, twins and turboprops land at Miminiska as well.

Lodge manager, Tristan Yuswak of Australia, and his staff, met us at the airport with a four-wheeler and trailer to help transport our gear to our cabins. Yuswak was an immigration enforcement officer in Australia prior to accepting his position at Miminiska, and understands the hospitality business very well. His wife, Jasmine, worked in the kitchen, and helped with housekeeping chores. Nice couple!



Tranquility.

At the end of the season, the Yuswaks were heading back to their yacht, the "Eloise," a 31 ft. centre cockpit sloop, which is parked in Thailand at the moment. The Yuswaks are in the process of completing an around-the-world trip, and have already sailed 6,000 miles.

As soon as I landed and unloaded the Skylane, I took off for Armstrong to pick up two more passengers.

Since I had to make more than one stop, I gave Winnipeg my "flight itinerary" when I filed in advance out of Thunder Bay, and was in radio contact with either the lodge, or their seaplane base located 15 miles south of Armstrong, during my flight.

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 Transport Canada 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 to remember is to close your flight plan, making access to good communications at your destination, essential. Otherwise, it is probably best to notify your destination airport of your ETA, rather than file a flight plan, which is a procedure



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Good fishina.

Cool mornings.

permitted in Canada, so responsible people at your destination can contact authorities to initiate search and rescue, if you are overdue.

By the time I returned to Miminiska, the other three aircraft had arrived, and we caught up with everyone in the lodge to cancel our flight plans with Winnipeg.

In the past, Miminiska Lodge had a satellite telephone. This year they switched to the computer satellite telecommunications system, "Skype," which worked reasonably well in contacting Customs and Flight Service, and our families back home (www. skype.com).

After we got settled into our cabins, and had dinner, some of us got together on the deck outside the main lodge, overlooking the lake...some went to their cabins...and others went fishing.

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 listening to the call of a Loon! I only saw one airliner pass by, and that was at high altitude.

A pool table and satellite television were among the amenities available to



A lot of luck.



A watchful eye.

guests, but the best entertainment was to watch either a turbine de Havilland Otter fly in on floats, or a Pilatus PC-12 land at the airport. The turbine engines on both aircraft would resonate across the water, and was music to our ears.

Among Wilderness North's aircraft are three turbine de Havilland Otters on straight floats, a Beaver – also on straight floats - and several cargo aircraft and corporate jets used to shuttle people and supplies. The Pilatus is owned by Wasaya Airlines, with flight operations in Thunder Bay, and administration in Fort Williams First Nation.

Wasaya, which means "rising sun" in Oji-cree, is owned exclusively by 10 First Nation communities, and serves a total of 21 communities throughout Ontario and Manitoba with populations ranging in size between 500 and 4,000. With no roads in the region, Wasaya plays a critical role in transporting all supplies and medical personnel to these communities. The airline provides two scheduled daily flights from Thunder Bay to Sioux Lookout, Winnipeg to Sandy, and Winnipeg to Pikangikum.

Wasaya Airlines has a fleet of 27 aircraft, including Pilatus PC-12s, Beech 1900Ds, Cessna Caravan 208Bs, and Hawker Siddeley 748s.

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Join Us In 2010!

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.

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.

Everyone in our group was more than pleased with the great abundance of fish, both in Walleyes and Northerns, and we caught and released any fish that did not qualify for either shore lunch or take-home. The conservation license we bought enabled us to take two Northerns under 27 inches in length, one Walleye under 18 inches, and one





Walleye over 18 inches.

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" minnow. Live minnows work well, too. Northerns seem to bite on most anything, but my weedless Daredevils. All fish cleaning was done by the staff at the lodge.

The lake map the lodge provided identified the best fishing spots, so there was no need to hire guides, except for those in our group that went trout fishing on a swollen river, which was a safety precaution. The water level was so high that Miminiska's new dock was submerged, and we had to launch our boats from shore. The high water also kept the rocks submerged, which was a good thing for our outboard motors, and did not affect fishing.

Speaking of shore lunch, no matter where we were on this massive chain of lakes, we would break at noon and meet at "Shore Lunch Island," where the staff prepared our morning catches. One of the hot fishing spots was near the island, which was convenient. From lake, to frying pan!

Tristan joined us each day for shore lunch, where he personally cleaned all fish and made us his special brew of Aussie "billy of bush" tea. Next year he promises to bring the real McCoy from "down under," among other delicacies. By the comments he made, we think Tristan enjoyed our company as much as we enjoyed his. He notes on the Wilderness North website that the lodge "roared of laughter and ran with the sound of bloody good people, having a bloody good time...we really cannot wait for everyone to come back next year!" He also referred to our group as the "Midwest Flyer Squadron!"

Amongst us in our group were an office administrator, computer software developer, computer programmer, nurse, engineer, airport restaurant owner, recreational property developer, retired department store owner/resort owner/engineer, retired appliance repairman, two attorneys, five farmers, and one magazine publisher. Our common denominator was our love of aviation and adventure,

followed by fishing!

The night before departing on Sunday, August 23, 2009, we filed and activated our flight plans with Winnipeg, and confirmed our ETAs with U.S. Customs & Border Protection at Ely, Minnesota, both by Skype computer telecommunications, on the ground. After a hardy breakfast the following morning, we took off and flew to Armstrong to refuel, courtesy of Mark Prokopehuk, manager of Wilderness North's seaplane base at Armstrong. (There's no fixed base operator at Armstrong). As soon as I dropped off my two passengers and fueled up, I flew back to Miminiska to pick up Dick, then we rejoined the group on the return flight to Ely, lagging behind over 100 miles and on a slightly different course. Again, we kept in contact with one another on 122.75, and I could still reach some of the pilots by radio even at that distance. I eventually climbed to 8,500 feet, above a broken layer between 4,000 and 6,000 feet.

Before we left Canadian airspace and prior to crossing the border, we either contacted Minneapolis Center, Princeton Flight Service, Thunder Bay Approach, or Winnipeg Radio to get a discrete transponder code. Contacting Princeton FSS on 122.1 and listening over the Ely VOR on 109.6, seemed to work the best. The FSS specialist shared our enthusiasm for our flight of seven, and contacted U.S. Customs & Border Protection at Ely to update our ETAs as needed. Once topped off at Ely, we were homebound in different directions and altitudes.

Make Your Reservations Now!

We are already making plans to return to Miminiska Lodge, **August 18-22, 2010.** and we want yo

August 18-22, 2010, and we want you to join us.

For rates, additional information, and a FREE DVD, drop me an email at **info@midwestflyer.com**, or call 608-835-7063. Also, be sure to check out the Wilderness North website at http://www.wildernessnorth.com where you will find lots of podcasts and fishing reports, including a report



Homeward bound!

on this year's fly-out. A podcast on the fly-out with Minneapolis radio personality, Al Malmberg of the "World of Aviation," can be found on the *Midwest Flyer Magazine* website, www.midwestflyer.com.

Actual reservations are handled directly through Wilderness North in Thunder Bay. Make your reservations by January 1, 2010, and you will get a substantial discount. Call 1-888-465-3474.

Ride share information is also available by contacting *Midwest Flyer Magazine* at info@midwestflyer.com. In other words, if you have an airplane and no one to go with you and share expenses, we will help you find a passenger, and vice versa.

As one member of our group said, "This is a trip of a lifetime I plan to make each year!" With a 100% return rate expected in 2010 by this year's participants, others in our group feel

likewise.

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., or 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 which is provided or stated elsewhere. Federal Aviation Administration, Transport Canada, 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 pilot organizations. Any information provided by Midwest Flyer Magazine is subject to error and change, and requires personal verification.



CALENDAR

Send the date, times, location (INCLUDE CITY, STATE & AIRPORT I.D.), and contact person's telephone number, address & email address for reference.

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NOTAM: Pilots, be sure to call ahead to confirm dates and for traffic advisories.

Also use only current aeronautical charts for navigation and not calendar listing information

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

OCTOBER 2009

- 1-3* Mt. Vernon (MVN), ILL. Midwest LSA Expo. info@midwestlsashow.com
- 3* STURGEON BAY (SUE), Wis. Fall Colors Fly-In Breakfast 8-11am at Door County Cherryland Airport. 920-743-6082.
- 4* Lock Haven (LHV), Penn. Pancake Breakfast Fly-In at Piper Memorial Airport 8am-12:30pm. 570-748-5123.
- **4* Iola (68c), Wis. -** Annual Fall Colorama Chili Fly-In 9:30am-3pm. 920-596-3400.
- 10* Rio Creek (128), Wis. Fall Color GPS Search Tour & Homemade Chili. 8am-2:30pm. 920-837-7777.
- **10*** Ames, Iowa FAA Safety Seminar 8am-Noon 515-233-1743.
- 10* EKLHART (EKM), IND. Michiana Dawn Patrol. 8-11am on the north side of the field CR6. 547-295-4132.
- **Noblesville (180), Ind. -** BBQ Noon-3pm. 317-201-6822.
- 11* Mt. Morris (C55), ILL. Pig Roast at the Ogle County Airport Noon-4pm. 815-732-7268.
- 11-12* DEKALB (DKB), ILL. DeKalb Classic Fly-In, Class/Vintage/Warbird Aircraft, Classic cars/motorcycles 9am-5pm. Lunch available.

- 17* Le Sueur (12Y), Minn. Minnesota 99's Chapter Meeting/Fly Out. Call Elaine 952-955-2802 or www.ninety.nines.org
- 17* Mt. Vernon (MVN), ILL. Little Egypt Fly-In, Veterans Reunion & Southern Illinois Harvest Festival 8am-5pm. 618-242-7016.
- 17* St. Paul (SGS), MINN. CAF Craft Fair & Chili Feed at Fleming Field. WWII Aircraft on display plus museum tours. 10am-3pm. 651-455-6942.
- 17* St. Louis (ALN), Mo./ EAST ALTON, ILL.
 Breakfast & Lunch at the St. Louis
 Regional Airport 8am-2pm. 618-670-1274
- **17* С**вете (**СЕК**), **N**ев. Breakfast 7:30-10:30am.
- 17* TEA (Y14), S.D. Breakfast at Lincoln County Airport 7-11am.
- **TAYLORVILLE (TAZ), ILL. -** Breakfast 7-11am. 217-824-9313.
- 18* WATERVLIET (40C), MICH. Chili Hop Fly-In. & free fall color hayride. 11am-4pm. 269-463-5532
- 20* CARROLL, Iowa Airport Management 101 Workshop at the Carrollton Inn. Sponsored by: Iowa DOT & IPAA. 515-239-1048
- 20-22* ORLANDO, FLA. National Business
 Aviation Association Inc (NBAA) Annual
 Meeting & Convention at the Orange
 County Convention Center.
 www.nbaa.org
- 22* CEDAR RAPIDS, IOWA Airport Management 101 Workshop at the Kirkwood Community College. Sponsored by: Iowa DOT & IPAA. 515-239-1048
- 30* St. Paul (SGS), Minn. Annual Halloween Benefit Dance. Enjoy food, music, dancing, Costume contest & more. Starts at 6pm. Ends just before midnight. 651-455-6942.

NOVEMBER 2009

- 5-7* TAMPA, FLA. Aircraft Owners & Pilots Association (AOPA) Aviation Summit. www.aopa.org/expo
- **14-15*** Оsнкоsн, Wis. Flight Instructor Refresher Course (FIRC). 608-266-8667.
- 21* LITCHFIELD (LJF), MINN. Minnesota 99's Chapter Meeting/Fly Out. Call Elaine 952-955-2802 or www.ninety.nines.org

DECEMBER 2009

12* ANOKA (ANE), MINN. - Minnesota 99's Chapter Meeting/Fly Out. Call Elaine 952-955-2802 or www.ninety.nines.org

JANUARY 2010

30* GREENFIELD (GFZ), Iowa - Annual Chili Fly-In & tour of the Iowa Aviation Museum 11:30am-2:30pm. 641-343-7184

MARCH 2010

- 6* Stevens Point, Wis. Mechanics Refresher & Inspection Authorization (IA) Renewal Seminar at Holiday Inn. 608-267-7110.
- 7-9* FARGO, N.D. Upper Midwest Aviation Symposium at the Holiday Inn. 701-328-9650. www.ndac.aero/umas9.htm
- 29-30* BROOKLYN CENTER, MINN. 2010 Minnesota Aviation Maintenance Technician Conference at the Earle Brown Heritage Center. 800-657-3922 x7183. www.dot.state.mn.us/aero

APRIL 2010

- **13-18*** Lakeland, Fla. Sun 'n Fun Fly-In 863-644-2431. www.sun-n-fun.org
- 21-22* DES MOINES, Iowa Iowa Aviation Conference at the Sheraton West Des Moines Hotel. For more information, visit iawings.com

MAY 2010

3-5* Waukesha, Wis. - Wisconsin Aviation Conference at Country Springs Hotel. www.wiama.org

JULY 2010

26-8/1* Оsнкоsн (OSH), Wis. - EAA AirVenture at Wittman Regional Airport. 920-426-4800. www.airventure.org

AUGUST 2010

- 1* Ознкозн (OSH), Wis. EAA AirVenture at Wittman Regional Airport. 920-426-4800. www.airventure.org
- 18-22* Miminiska Lodge, Ontario "Midwest Flyer Canadian
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State





International Cessna 150-152 Fly-In

by Robbie Culver

he International Cessna 150-152 Club annual fly-in was held in Clinton, Iowa (KCWI), July 30 to August 2, 2009, and attracted over 100 aircraft and 120 attendees. The event is held in Clinton due to its central location, proximity to EAA Air Venture in Oshkosh, Wis., ample space, and the fact that it is a non-towered field conducive to hosting 100-plus aircraft, camping, and extensive aerial activity.

The Cessna 150 model celebrated its 50th anniversary this year, and the club marked the occasion with a massarrival to EAA Air Venture, Oshkosh, Wis., July 24. Participants then flew to Clinton following several days in Oshkosh. The mass arrival was staged from the Watertown, Wis., airport (KRYV), and once on the ground in Oshkosh, representatives of Cessna greeted participants formally and warmly. During AirVenture, several Cessna 150s and 152s were displayed prominently at the Cessna exhibition as part of the 50th anniversary celebration.

Fly-in participants can compete in accuracy landings, a nerf football drop contest, an aerial scavenger hunt, and an egg-drop contest. These contests involve flying skill and a lot of luck. Dropping a nerf football into a plastic 50-gallon drum, placed in a child's swimming pool, from an altitude of less than 200 feet, is often the most entertaining part of the event.

Pilots from as far as Anchorage,

Alaska, Canada, and Sydney, Australia gathered to participate in technical forums, flying contests, and to share their experiences owning and operating the popular two-place aircraft.

The aircraft at the fly-in displayed a variety of STCs and modifications, such as engine upgrades, tail-wheel conversions, and STOL kits.

Contest results were announced at the banquet.

NBAA Congratulates Aviation Legend Russ Meyer On Hall of Fame Induction

DAYTON, OHIO - National Business Aviation Association (NBAA) President and CEO Ed Bolen said the induction of Russ Meyer into the National Aviation Hall of Fame is a fitting tribute to Meyer's legacy of innovation and dedication to the people and companies in the general aviation community.

"Russ Meyer is a visionary who embodies the spirit and passion that are the hallmarks of general aviation," Bolen said. "We are delighted that his countless contributions to our industry have been recognized with his

induction into the National Aviation Hall of Fame."

Meyer, former chairman and CEO of the Cessna Aircraft Company, was inducted into the Hall of Fame in Dayton, Ohio, during an enshrinement ceremony held July 18.

A Davenport, Iowa native, Meyer holds degrees from Yale and Harvard universities. He served in the United States Air Force and Marine Corps Reserves from 1955 to 1961. Meyer has logged 17,000 flight hours in more than 50 aircraft types.



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2005 Cirrus SR22-GTS - Only 350 TT! Platinum engine, STEC-55X, TAWS, tráffic, CMAX, de-ice, XM weather, Tanis heater, NDH, always hangared! This one has it all plus a \$3500 fuel card and 4 Bose headsets!Reduced to \$329.000!



2000 Commander 115 - Pampered and always hangared! Only 765 TT, GNS 530W/430W! Sandel HSI! WX-500 and GDL-69 WX! TCAD, air, NDH, one owner!.....\$299,900!

1977 Piper Archer II - 7000 TT, 2468 SFOH, KX-170B with glideslope, MX-170C Digital NavCom, KR-86 ADF, Garmin 327 Transponder,

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People In The News



Aviation Photo Journalist, Ted Koston

MELROSE PARK, ILL. - The man who helped publicize the **Experimental Aircraft Association** (EAA) and all of its divisions since the organization's "Rockford era," and helped create the "fame" in the Illinois Aviation Hall of Fame, has died. Ted (Costopoulos) Koston, 86,

died at his home in Melrose Park, Illinois, on August 2.

Koston's specialty was air-to-air photography and as always, took pictures during EAA AirVenture-Oshkosh this past July, from a helicopter with the door off.

Koston also took pictures for Midwest Flyer Magazine. A photo he took of 2009 inductees at the Illinois Aviation Hall of Fame investiture ceremonies on May 20, was published in the August/September 2009 issue of Midwest Flyer Magazine.

Koston would regularly call Dave Weiman of Midwest Flyer Magazine, and give him story leads about pilots in Illinois. "Ted knew the accomplishments of so many aviators, and wanted it documented for historical reasons," said Weiman. "The only thing he asked for was that we would never forget to give him the photo credit. He was a wonderful person, and terrific photographer, and will be missed by everyone."

In 1994, Koston was inducted into the Illinois Aviation Hall of Fame, and in 2001, he was inducted into the EAA Hall of Fame.

The son of a Greek immigrant, Koston was born in



EAA & IAC Mourn Loss Of Vicki Cruse

OSHKOSH, WIS. - EAA and the International Aerobatics Club are mourning the tragic loss of IAC President Vicki Cruse, 41, who perished in a plane crash while participating at the World Aerobatics Championships in England on August 22.

Chicago, where he graduated from Steinmetz High School. His first flight was in 1937 in a Kinner-powered biplane called the "Bird," out of Wilson Airport on the city's West Side, and a few years later he got his Private Pilot Certificate.

During World War II, Koston served in the Pacific Theater as a Naval aviation photographer. Upon his return to Chicago, he began his photography business. In addition, Koston was a staff photographer with the Chicago Public School system from 1972 to 1992, where he covered special events, focusing on students, along with countless celebrities, politicians, and foreign dignitaries.

For 45 years, Koston provided volunteer leadership in a number of aviation organizations, including the Civil Air Patrol, Cross & Cockade Society, Vintage Aero Club, and the OX-5 Aviation Pioneers, as an historian in the Illinois Wing.

Koston was one of 11 flyers that founded the U.S. Coast Guard Aviation Flotilla at Glenview, Illinois.

As a member of the Flotilla, Koston would often comment on the dangers of single-engine aircraft flying over Lake Michigan, even in the summer, because of the low water temperature and massive body of water. In fact, he once wrote an article and provided photos to *Midwest* Flyer Magazine on the topic.

Koston was the founder of the Midwest Aviation Photographers Association, and has had his photography published around the world. He was also the past president of the original Illinois Air Pilots Association, and a veteran pilot, having flown 41 types of aircraft during his lifetime.

Koston is preceded in death by his wife of 52 years, Rose, who died last year, and is survived by his daughter, Kristine, and son, John, who are both school teachers.

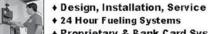
Cruse was flying as a member of the USA Unlimited Aerobatic Team at Silverstone, Buckingham, England when the accident occurred.

American team manager, Norm DeWitt, said Cruse was flying the early-round "Q" program when she lost control of her Zivko Edge 540 monoplane by what appeared to be a mechanical problem.

Cruse was born in Springfield, Mo. She won the U.S. National Unlimited Aerobatic Championship in 2007, and was a member of the U.S. National Team in 2002, 2004, 2006, and 2009. She had been IAC president since 2005. \square



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