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MAGAZINE

APRIL/MAY 2011



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ON THE COVER: Seaplanes beached on the shores of Gull Lake near Brainerd, Minnesota, for the annual Minnesota Seaplane Pilots Safety Seminar & Fly-In at Madden's Resort. The 2011 seminar and fly-in will be held May 6-8. For additional information visit www.mnseaplanes.com.

Photo by Dave Weiman



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Lakes & Airports... What They Have In Common

by Dave Weiman

This issue of *Midwest Flyer Magazine* is dedicated to two very special activities in the Midwest this spring – seaplane flying and airport conferences.

In Minnesota, the annual Minnesota Seaplane Pilots Safety Seminar & Fly-In is at Madden's Resort on Gull Lake in Brainerd, May 6-8, 2011. Minnesota has long been known for seaplane flying with more than 10,000 lakes and its close proximity to seaplane heaven – *Canada!*

We have personally participated in this event for the past two years, and find it interesting and a lot of fun! The things you learn at this seminar will help you whether you fly floats or wheels, like the emergency egress demonstration, which teaches you how best to get out of your aircraft if you land on water, and how to clear Canada and U.S. Customs. Experts like Darrell Bolduc of Bolduc Aviation Specialized Services at Minneapolis-Anoka County/Blaine Airport, which specializes in aircraft engine repairs and overhauls, will teach you how best to operate









your aircraft to maximum performance and avoid costly engine maintenance. Officials from the Minnesota DOT Office of Aeronautics, Federal Aviation Administration and U.S. Customs & Border Protection cover regulations.

The fun comes when seaplanes arrive and depart on Gull Lake. If on wheels, land at either East Gull Lake Aiprort (9Y2), a 2618 X 160 ft. grass airstrip, located less than a mile from the lodge, or at Brainerd Lakes Regional Airport (BRD) with hard surface runways. For additional information visit www.mnseaplanes.com, call Mary Alverson at 612-240-0123, or email m.alverson@hotmail.com. Contact Madden's Resort for room reservations at 1-800-642-5363.


In Wisconsin, Minnesota, Illinois and Iowa, there are airport conferences during the months of April and May. These conferences have always been serious business, but are more so today with tightening budgets, locally and nationally. Without well-constructed and maintained airports, our aircraft are worthless to us. Encourage your airport manager, fixed base operator and airport boards and commissions to attend the conference in your state.

So while these are certainly serious times, they also should be fun times, and whether you fly on wheels or floats, support these events with your attendance. □



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DEADLINE	ISSUE
November 1	December - January
January 1	February - March
March 1	April - May
May 1	June - July
July 1	August - September
September 1	October - November

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An Evening At Lambeau Field At 56th Annual Wisconsin Aviation Conference

GREEN BAY, WIS. – The Wisconsin Aviation Conference will be held May 2-4, 2011 at Hotel Sierra/KI Center in Green Bay. Headlining the speakers will be Wisconsin Transportation Secretary Mark Gottlieb; Wisconsin Aeronautics Director David Greene; EAA President & CEO Rod Hightower; General Aviation Manufacturers Association President and CEO, Pete Bunce; FAA Great Lakes Region Administrator Barry Cooper; FAA Great Lakes Region Airports Manager Susan Schalk; FAA Airports District Manager Steve Obenauer; and National Weather Service Manager Richard Mamrosh.

Topics will include “Wildlife Hazards;” an update on the Experimental Aircraft Association; Social Media Outreach; Stormwater Utilities; Airport Grant Assurances; Blizzard Response/Recovery; Changes in NOTAMS; Aviation Weather Resources for Pilots, Fixed Base Operators and Airport Managers; and Sustainability Programs.

Special events will include a reception at the Legend’s Room at Lambeau Field, home of Super Bowl Champions, the “Green Bay Packers;” an awards luncheon;

banquet; golf tournament at Brown County Golf Course; and a clay shooting tournament at Little Creek Lodge Hunting Club.

On Tuesday, May 3, the Wisconsin Aviation Trades Association will hold its annual meeting in the morning, and present its “*Wisconsin Aviation Business of the Year Award*” at the noon luncheon.

Registration is \$75 and includes Monday’s reception at Lambeau Field; and all meals, events, and social hours. Complimentary registration is available for airport commissioners and board members with a paid staff registration.

The full conference agenda, hotel information, and registration forms

are posted on the Wisconsin Airport Management Association (WAMA) website: www.wiama.org. Register online using PayPal or your credit card, or print and mail the registration form and pay by check.

To exhibit or for additional information, contact Pete Drahn at 715-358-2802 or email daredem@frontier.com.

For hotel reservations contact the Sierra Hotel at 920-432-4555 or 800-474-3772.

The Wisconsin Aviation Conference is sponsored by a coalition of professional aviation organizations: Wisconsin Airport Management Association (WAMA); Wisconsin Business Aviation Association (WBAA); Wisconsin Aviation/Airport Consultants, Suppliers & Sponsors; and Wisconsin Aviation Trades Association (WATA). □

Iowa Aviation Conference To Be Held In West Des Moines

WEST DES MOINES, IOWA – The annual Iowa Aviation Conference will be held April 20-21, 2011 at the Sheraton West Des Moines Hotel & Conference Center (I-35 & University Avenue). The conference provides the opportunity for Iowa airport managers, fixed base operators, the

airport service industry, and state and federal officials to network, learn and obtain information.

Conference sessions will include the following topics affecting airports and aviation in Iowa: FAA airport improvement program and reauthorization; Iowa aviation system

56th Annual Wisconsin Aviation Conference Hotel Sierra - Green Bay, WI - May 2-4, 2011



Speakers: Wisconsin Transportation Secretary Mark Gottlieb; Wisconsin Aeronautics Director David Greene; EAA President Rod Hightower; GAMA President Pete Bunce; FAA Great Lakes Region Administrator Barry Cooper; FAA Regional Airports Manager Susan Schalk; FAA Airports District Manager Steve Obenauer; National Weather Service Manager Richard Mamrosh.

Topics Include: “Wildlife Hazards; EAA Update; Social Media Outreach; Stormwater Utilities; Airport Grant Assurances; Blizzard Response/Recovery; NOTAM Changes; Aviation Weather Resources for Pilots & Airport Managers; and Sustainability Programs”

Special Events: Welcome Reception at the Legend’s Room at Lambeau Field, Home of the Green Bay Packers, Awards Luncheon, Banquet, Golf & Clay Shooting Tournaments.

\$75.00 Registration Fee Includes All Meals & Receptions (Until April 15 after \$100.00)
“Complimentary Registration for Airport Commissioner/Board Member with Paid Staff Registration”

For registration information, please visit the Wisconsin Airport Management Ass’n at www.wiama.org or contact Pete Drahn, 715-358-2802 / daredem@frontier.com. Hotel Sierra: 920-432-4555

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plan; airport GIS; practical solutions for airport operators; the Next Generation air traffic control system; a look at tomorrow's air transportation system; strategic planning for general aviation airports; skydiving in Iowa; and training requirements for the safe operation of underground fuel systems according to the Iowa Department of Natural Resources.

A Pilot Safety Seminar will be held in conjunction with the conference beginning at 7:00 p.m. on Wednesday, April 20. There is no charge to attend this seminar.

For more conference information, call 515-727-0667 or visit www.iowaairports.org. □

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SPRINGFIELD, ILL. – The “spirit” of aviation, which is embodied in the passion of those who make general aviation their vocation, is alive and well with this year's Illinois Aviation Conference to be held May 24 - 25, 2011 at the President Abraham Lincoln Hotel in Springfield, Illinois.

Speakers will include Barry Cooper, Regional Administrator, Great Lakes Region of the Federal Aviation Administration; Nel Stubbs, vice president and co-owner of Conklin & de Decker; and Jackie Rosser of the National Air Transportation Association (NATA). A “hangar party” will be held at Standard Aero at the Springfield Airport on May 24.

To register for the conference, contact the Illinois Aviation Trades Association at 217-528-5230, ext. 101, or refer to www.illinoisaviation.org. For hotel reservations, contact the

President Abraham Lincoln Hotel at 217-544-8800.

The Illinois Aviation Trades Association, Illinois Public Airports Association, and the Illinois Department of Transportation Division of Aeronautics sponsor the Illinois Aviation Conference.

The Illinois Aviation Conference is also home to the *Illinois Aviation Hall of Fame* (IAHF) banquet and the Illinois DOT Division of Aeronautics Awards Luncheon to be held Wednesday, May 25, 2011. These are great opportunities to meet both legends within the industry and leading individuals in general aviation. Hall of Fame tickets must be purchased directly from the IAHF thru Shari Jobst, 2921 Sterling Drive, McHenry, Illinois 60050 (checks only). For additional information on the IAHF call (815) 385-7277. □



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2050, WAAS Approaches & Airport Security Topics At Minnesota Airports Conference

GRAND RAPIDS, MINN. – The Minnesota Council of Airports and the Minnesota DOT Office of Aeronautics will hold their annual Airports Conference, April 13-15, at the Sugar Lake Lodge in Grand Rapids.

The MN/DOT Department of Public Works will be presenting the 2050 Infrastructure Program, which ultimately affects airports and airport planning.

Also to be discussed is Wide-Area Augmentation System (WAAS) instrument approaches, and in particular Localizer Performance with Vertical guidance (LPV) approaches.

An LPV approach is similar to an LNAV/VNAV (Lateral Navigation/Vertical Navigation) approach except it is much more precise (40m lateral limit compared to 556m), enables descent to 200-250 feet above the runway versus 350 feet for LNAV/VNAV approaches, and can only be flown with a WAAS receiver. LPV approaches are operationally equivalent to the legacy Instrument Landing Systems (ILS), but are more economical because no navigation infrastructure has to be installed at the runway. There are over 675 LPV approaches in use today and

the FAA is publishing 300 new LPV approaches per year.

Speakers will include representatives from the FAA Airport District Office and Flight Standards District Office in Minneapolis; Jeff Hamiel, Executive Director of the Metropolitan Airports Commission; and Tom Connors, Federal Security Director for Minnesota with the Department of Homeland Security, who will provide an update on the latest in airport security measures. The banquet speaker will be Dave Brown from NASA, who will provide a humorous twist to space travel.

To register or for more information, contact Mindy Carlson at 612-625-1813 or visit www.airtap.umn.edu/Events/security/index.html. □

Grand Rapids-Itasca County Airport Hosts Minnesota Airports Conference

GRAND RAPIDS, MINN. – The Grand Rapids-Itasca County Airport (GPZ) is the host airport for the

Minnesota Airports Conference, April 13-15, 2011 at the Sugar Lake Lodge, sponsored by the Minnesota



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Council of Airports and the Minnesota Department of Transportation, Office of Aeronautics.

The Grand Rapids-Itasca County Airport was created in 1933 when the Village of Grand Rapids, Minnesota purchased the 360-acre "Wheaton" farm just 2 miles southeast of downtown. Shortly after the village obtained the property a grass strip was built and Ted Tinquist, Sr. began serving as the airport manager. Tinquist founded T&F Flying Service, which was soon followed by Tinquist Aviation using a J2 Piper Cub for flight instruction and charter flights. The airport was the recipient of several Works Progress Administration (WPA) grants during the 1930s and by late in that decade,

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Interim airport manager, Matt Romanik.



Grand Rapids-Itasca County Airport.

a former one-room school house had been moved to the airport to serve as a ground school classroom. Tinquist and his family lived on the airport until they temporarily moved to Fargo, North Dakota where Tinquist provided flight instruction to military pilots who would eventually fly during World War II.

By 1944, in nearby Coleraine, Minnesota, Gordon “Gordy” Newstrom was also running a flight school, which he began after being discharged from training Naval Air cadets. This flight school had grown to 100 students following the years after World War II. That same year Gordy Newstrom founded Mesaba Airlines taking its name from the American Indian word for “soaring eagle.” Mesaba had one plane, purchased for \$1,300, which it used to shuttle employees of the Blandin Paper Company from Grand Rapids, Minn., to the Twin Cities. By 1949, activity at the Coleraine Flight School had slacked off and following a tragic hangar fire Newstrom moved his operation to the Grand Rapids Airport and became the airport manager. The remnants of the Coleraine Airport are still visible today west of Trout Lake and south of U.S. Highway 169 on the present day site of the Trout Lake Golf Course.

After the move to Grand Rapids, operations grew from two Piper Cubs to six aircraft, which included a five-place biplane. In addition to acquiring

more airport maintenance equipment, the staff increased from one to four pilots and two mechanics. The early 1950s also saw the beginnings of seaplane operations and flight training on Lily Lake when Newstrom installed plywood floats on one of his Cessna aircraft.

With the increased activity level and local airport demands, the

airport needed improvements and modernization. In 1953, the sod runway was paved to 4,100 feet.

Increased airport operations and improvements continued through the years and in 1967, through a joint powers agreement between the City of Grand Rapids and the County of Itasca, an airport commission was created and the airport was renamed

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from the Grand Rapids Municipal Airport to the Grand Rapids-Itasca County Airport. The Halverson family of Duluth, who bought the Mesaba Airlines portion of Newstrom's FBO business in 1973, began scheduled air service out of the Grand Rapids Airport. By 1974, the airport consisted of the following features: RWY 16/34, 100' x 4,100' paved and lighted; RWY 04/22, 150' x 3,050' turf; RWY 10/28, 150' x 2,470' turf; seaplane operations area with 13 based seaplanes and maintenance facilities; takeoff/landing area approximately 1,800' in length; apron area, 97,000 square feet; 25,000 gallons of stored avgas; TVOR and rotating beacon; REILS on RWY 34; MIRLS on RWY 16/34; VOR; instrument approaches available through Hibbing Flight Service Station; Civil Air Patrol Building, 2,500 square feet; hangar and shop, 8,000 square feet; hangar and administration building, 12,500 square feet; 10-unit T-hangar; large hangar, 2,000 square feet; and a vehicle parking lot for 50 vehicles.

From 1974 to 1980, there were no significant improvements to airport facilities, but from 1980 to 1991 the airport saw a significant number of improvements



Heavy-duty snow removal equipment keeps the runways clear at Grand Rapids-Itasca County Airport (GPZ).

including expanding the aircraft parking and tie-down apron to 285,000 square feet, wider taxiways, and more hangars. Additionally, Runway 16/34 was extended to 5,755 feet. Modern snow removal equipment was acquired, as was aircraft rescue and firefighting apparatus.

In 1986, the airport was renamed "Gordy Newstrom Field." In 1978, Mesaba Airlines was sold to the

Swenson family of Thief River Falls, Minn., who made the airline public in 1982. The airline began flying to Iowa, North Dakota and South Dakota, using a fleet of Beech 99s. In 1985, Mesaba Airlines moved its headquarters and maintenance base from Grand Rapids to Minneapolis while maintaining its air service link to Grand Rapids.

Since 1991, the airport has added a passenger terminal building, and two additional t-hangar units for a total of 34 bays. A deer proof perimeter fence was also installed.

Between 1982 to 2003, revenue passenger counts grew from 2,078 in 1982 to 10,246 in 2000, then dropped to 6,596 in 2003. Mesaba Airlines discontinued scheduled passenger service to Grand Rapids in March of 2004 when Northwest Airlines abandoned the route.

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Many more capital improvement projects have been completed since 2005. Today, despite the loss of commercial air service, the airport provides a significant economic impact to the region estimated at over \$1.5 million per year. There are an estimated 10,000 aircraft operations

each year, and nearly 65 aircraft are based at the airport, including several Minnesota Department of Natural Resources aircraft. The airport's annual budget is approximately \$200,000 with over 80% coming from tenant and user fees.

Future capital project plans call

for the acquisition of additional property for a non-precision approach to Runway 5/23, and construction for storm water management.

The interim airport manager is Matt Romanik. For additional information call 218-326-0893. □

Branch County Memorial Airport & Airport Consultant Honored At Michigan Airport Conference

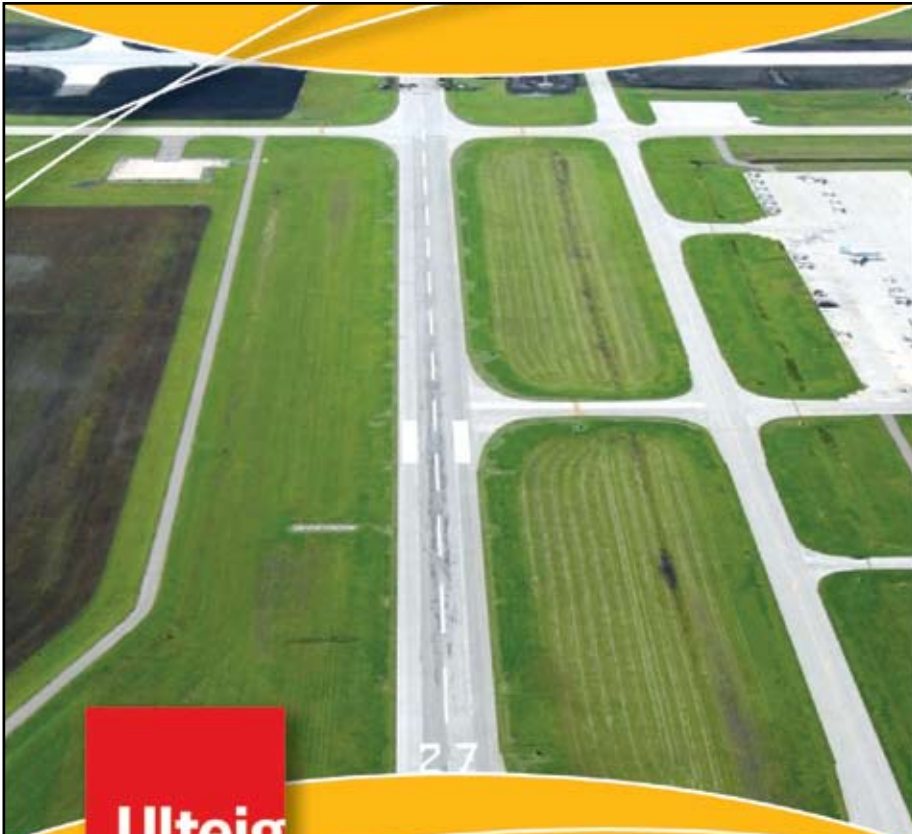
LANSING, MICH. – The Michigan Department of Transportation (MDOT) Bureau of Aeronautics and Freight Services named Branch County Memorial Airport in Coldwater, Michigan, "Michigan Airport of the Year." The award was presented February 17, 2011, during the 20th Annual Michigan Airport Conference held in East Lansing. RS&H Michigan, Inc., a transportation-consulting firm, was named "Michigan Airport Consultant of the Year."

Branch County Memorial Airport was recognized for its efficient use of limited available funding, and for maintaining strong community support for the general aviation airport, which has 12,000 takeoffs and landings annually.

RS&H Michigan, Inc., was honored for the excellent service provided to aviation in Michigan through the development of airport infrastructure and safety improvements. The company provided professional consulting services for major projects at many Michigan airports, including: Alpena County Regional Airport, Bad Axe Huron County Memorial Airport, Flint Bishop International Airport, Hillsdale Municipal Airport, Kalamazoo/Battle Creek International Airport, Monroe Custer Airport, Owosso Community Airport, and Saginaw MBS International Airport. RS&H Michigan, Inc., with offices in Flint and Detroit, is an architectural,

engineering, planning and environmental consulting firm. □

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Kirk Steudle



John Mayfield



Jeffrey Nagel



Linn Smith

by Dave Weiman

LANSING, MICH. – A sell-out crowd at the Michigan Airport Conference, February 16-17, 2011 at the Kellogg Hotel & Conference Center in East Lansing, Michigan, listened intensively as Michigan Aeronautics, Michigan Department of Transportation, and Federal Aviation Administration officials discussed future airport funding initiatives, and what airports need to do to prevent conflicts with tall structures, especially the growing number of “wind turbines.”

The State of Michigan has the same budgetary challenges as most states in the country, and is looking to replace state cuts with alternative funding sources for airport improvement projects.

Aeronautics Airports Division Manager, Rick Hammond, stated that fuel taxes generate most of the revenue for Michigan Aeronautics, followed by aircraft registration fees. Of the 11 states covered by *Midwest Flyer Magazine*, Michigan has the largest fleet of general aviation aircraft with 8,668, so the message is clear for aircraft owners: ***Buy more fuel to help support GA airports!***

Hammond said that whatever additional funding Michigan Aeronautics gets would have to come from some other state agency. He stated that raising taxes is not an option.

Hammond described a proposal to redistribute \$15 million in rents and royalties from oil and gas leases from the Department of Natural Resources to the Michigan Aeronautics Fund.

Additionally, there are two bills currently being introduced in the state legislature that would provide additional funding for airport improvement projects. One bill would take certain sales tax revenue on computer software (approximately \$9 million) that is currently going to the Michigan Health Initiative for aids education and testing, and redirect it to the Michigan Aeronautics Fund. The other bill would take a portion of the sales tax on aviation fuel and products (approximately \$7 million) and dedicate it also to aeronautics.

If additional revenue is not raised, Hammond is concerned that the state will not have enough money to match federal airport improvement program (AIP) money. Kirk Steudle, Director of the Michigan Department of Transportation, who was the featured luncheon speaker, shared that concern.

For large and medium primary hub airports, federal grants cover 75 percent of eligible costs (or 80 percent for noise program implementation). For small primary, reliever and general aviation airports, federal grants cover 95

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percent of eligible costs. State and local government make up the difference.

Possible changes to the state-matching portion of funding may be to reduce the percentage of state matching dollars, or provide matching dollars for only entitlement projects, or for only certain types of projects.

Steudle said, "The trick to funding airports is to get people who are not in aviation, or who do not fly, to relate to the importance of airports. They all drive cars, but they don't all fly!"

In looking at future budgets, Steudle stated that the State of Michigan needs to determine not only what it can do, but also what it can afford to do. Current reductions and efficiencies include the suspension of air service in certain communities; suspension of the turf runway, marking program; and staff reductions. State-owned VORs may be one of the items eliminated, as they are old, outdated and require a lot of maintenance.

Steudle said that a primary goal of Michigan Aeronautics would be to develop tools to measure the economic impact of its work and aviation in general.

Steudle's entire department is embarked on reorganizing, focusing on accountability, oversight, efficiency, core functionality or priority setting, customer service, technical advances, and consolidating services.

"We need to do things better, faster and cheaper," said Steudle. The deadline for the department's reorganization is October 1, 2011, the beginning of the new fiscal year.

John Mayfield, Manager of the Detroit Airports District Office of the FAA, also spoke about budget concerns, but also recognized some of Michigan's accomplishments in airport improvement.



Mayfield recognized **Stephanie Ward and Bob Leisenring of Mead & Hunt** who worked on the Sand



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Creek environmental project at Southwest Michigan Regional Airport in Benton Harbor, Michigan.

When the airport planned a main runway extension, Sand Creek presented a significant challenge. The 600-foot-long culvert designed for the creek's relocation caused the Michigan Department of Natural Resources to require "resting pools" for the fish. This requirement led to Mead & Hunt's innovative design of a meander within a straight arch culvert, as well as re-meandering the creek outside the culvert. The result surprised, pleased and impassioned the agencies and the airport. As a result, Southwest Michigan Regional Airport received the 2010 Airport Environmental Innovation Award from the FAA Great Lakes Region Airports Division.

Linn Smith, Airspace & Airport Zoning Specialist with Michigan Aeronautics, briefed attendees on the increasing number of *wind turbine applications*, and the importance of airport zoning and airport approach plans to prevent tall structures around airports.

In 1999, there was one (1) application for a wind turbine. In 2010, there were 690 applications. There have been a total of 1,618 applications since 1999.

The height of turbines is also increasing, said Smith. They are nearing 500 feet.

Smith said that airport zoning ordinances could help to control the location of wind turbines near public-use

airports. Airspace protection is provided only to those airports, which are licensed as "public-use," and to those airports, which meet FAA Part 77 requirements. There is also a "Michigan Tall Structure Act," which provides protection for public-use airports.

Smith noted that there are "no exclusion areas," just restrictions on "structure height."

Smith urged airport managers and commissions to be honest with developers. "Never tell a developer that your local ordinance prohibits any tall structures within a 10-mile radius of your airport, because that is not true," said Smith.

A new private airport association is being formed in Michigan, and one of its concerns may be to address how best to protect private airports from tall structures.

Other conference topics included bringing predictability to snow storms; what airport managers need to know about filming at airports; roundtable discussions on air carrier airports, large general aviation airports, and small general aviation airports; FAA safety management systems; and project management for airport managers.

Michigan Aeronautics and the Michigan Association of Airport Executives (MAAE) cosponsor the Michigan Airport Conference. Jeffrey Nagel is president of MAAE and manager of MBS International Airport in Freeland, Michigan. □

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Bill Blake



by Bill Blake

AOPA Great Lakes Regional Representative

The Great Lakes Have Become Even Greater!

I am very pleased to report that the states of **Iowa** and **Missouri** have been added to the AOPA Great Lakes Region, bringing the total to seven (7) states. I look forward to working with Iowa Aeronautics Director Michelle Mc Enany, and Missouri Aeronautics Director Joe Pestka, as well as the various aviation organizations in those states, on issues affecting general aviation. The states in my region now include Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, and Wisconsin.

You may remember that in the last column I reported that although **Illinois** had serious budget issues, it was continuing to fund its capital improvement program for airports. However, a problem has developed. A state appellate court recently ruled that the legislation funding

the capital construction projects for the state was invalid. The Illinois Supreme Court has stayed any action on the appellate court's ruling pending review. In the meantime, new bills have been introduced to correct the short comings cited in the appellate court's ruling. Hopefully, these actions will allow the airport construction season to proceed as planned. Other bills introduced in Illinois that would have a positive impact on general aviation include:

HB 167 & SB 1709, which make it a crime to shine laser light into a cockpit. Although, we have not had reports from members being distracted by laser lights being flashed into the cockpit, it is good to provide some proactive protection. I believe there is discussion about similar legislation at the national level.

SB 1049, which provides some protection from hazardous structures being built too close to privately-owned, restricted landing areas.

SB 1726, which prohibits the construction of windmills at locations that would obstruct a restricted landing area.

HB 1090, which would exempt aircraft from the state use tax if the aircraft was not eligible for a certificate of airworthiness from the FAA, because it is not in a condition for safe operations.

In late January, I attended the aviation legislative day hosted by the Aviation Association of **Indiana**. This annual event begins in the morning with committee meetings and a discussion about possible legislation that might impact aviation. The major concern this year was convincing the legislature that it was important to provide enough funding to allow the state to return to providing a 2 ½% matching share for funding grants from the federal airport improvement program. I suggested that perhaps a legislative aviation caucus should be formed similar to what has happened in the U.S. Congress. The idea being, that we would help caucus members stay up-to-date on aviation issues and that the caucus would work to promote and protect aviation in Indiana. We are now trying to identify legislators from both parties who would have an interest in serving on the caucus. If you know of Indiana legislators who have an interest in aviation, please drop me a note at: bill.blake@aopa.org.

The lunch for legislators that followed gave us an opportunity to explain the importance of the federal grant program to Indiana airports and the state's economy. I think most legislators in attendance got the message.

As you may remember from my previous column, during the closing weeks of the previous session, a bill was introduced in **Michigan** to dedicate part of the state sales tax on aviation fuel and aviation products to the state airports fund. The bill was not passed before adjournment. However, HB 4025 was recently introduced in the current session providing for a similar dedication of sales tax. AOPA supports this bill. We believe that some of the sales tax on aviation should be dedicated to support aviation facilities. We believe that such a dedication is particularly

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Elections Matter!

by Craig Fuller- President & CEO
Aircraft Owners & Pilots Association



Craig Fuller

As a friend of mine likes to say, "Elections matter." Even when our own political representatives aren't on the ballot, the fact is, who gets elected and how they view the world have far reaching effects on us all.

The 112th Congress has been at work for several months, with new committee leaders getting down to business and acting on their priorities. Fortunately for the GA community, both houses of Congress have moved quickly to pursue long term funding for the FAA. And, leaders in both houses have expressed their opposition to user fees. At the same time, President Obama's 2012 budget proposal makes no mention of user fees.

That's all good news as far as it goes, but we're still a long way from a final result and plenty can happen along the way. And, let's face it; this is a terrible time to be asking Congress for money, even if it is for running something as vital as our national aviation system.

In fact, finding ways to reduce spending is the hottest topic in Washington—and most states—right now. In an environment like that, we'd be naive to imagine that

general aviation spending would be untouched.

So far, both parties have indicated that they want to preserve funding for general aviation airports—though funding for larger airports could be threatened, and that is a concern. They've also shown an inclination to fund NextGen, the next generation of aviation system modernization, and efforts to find a safe and effective replacement for avgas. In fact, AOPA was recently appointed to a new FAA rulemaking panel that will address the transition away from leaded fuel.

But even so, all of us in the general aviation community must remain vigilant. While we are fortunate to have strong support in Congress, and the interest in general aviation issues is high, we are facing a time of cutbacks across the board.

And we still periodically run up against misguided policies and rules, like the one issued recently that would eliminate a pilot's right to privacy by allowing just about anyone to track any aircraft any time it flies.

That's why all of us at AOPA, and throughout the aviation community, need to focus on the issues that matter most, be alert for policies and decisions that could have unintended negative consequences, and keep working to enable decision makers and the larger public to understand the many contributions that general aviation makes to our economy and society. And that's just what we at AOPA are doing—today and every day. □

GREAT LAKES REGIONAL REPORT CONTINUED

fair since the percentage-based sales tax being charged to buyers of aviation products and fuel has dramatically increased in recent years due to the rapidly increasing fuel prices and product prices. HB 4021, which dedicates some of the revenue from state-owned oil and gas leases to the airports fund, has also been introduced in the current legislative session.

Although by the time you read this column, Michigan House Resolution 29 proclaiming February 27 to March 5 "Aviation Week" in Michigan, I think it is important to note that the legislature does have some understanding of the importance of aviation to the state.

Over the next few weeks I will be meeting with those individuals actively engaged in addressing aviation issues in **Iowa** and **Missouri**. I plan to attend the Missouri Pilots Association (MPA) organized "Aviation Day" at the Missouri state capitol on March 29th and have been asked to speak at the Missouri State Aviation Council (MoSAC) and Missouri Airport Managers Association (MAMA) Annual Spring Conference, April 13-15. I also plan to attend the Iowa Aviation Conference, April 20-21. I will be reporting on those events, as well as other events, which traditionally take place in the region during the spring, in my next column.

Speaking of spring, it is here! It is time to go flying (and take a friend).

For more information on these and other issues facing general aviation, please visit www.aopa.org. □

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TSA Clarifies/Updates “Recurrent Training” Requirements For Alien Flight Training

by Greg Reigel
Attorney At Law

In a recent Interpretation, the Transportation Security Administration (TSA) clarified the activities that are not considered recurrent training. As a result, alien flight training students will now be able to receive the following types of flight training without having to first submit to a Category 4 Security Threat Assessment (STA):

Instrument Proficiency Check;
Heads Up Display (HUD) Training;
Enhanced Vision System (EVS) Qualification;
Line Oriented Flight Training (LOFT);
Operator Specific Proficiency Checks;
Landing Currency;



Greg Reigel

Category I / II Qualification;
Special Airport Qualifications;
Examiner Training; and
Differences Training

The Interpretation is based upon the TSA's determination that these types of flight training “are not described as recurrent training in Federal Aviation Administration (FAA) regulations; they are not training, rather they are checks or tests; or they do not affect the validity of the certificate(s) and/or the qualifications of a type rating.”

The Interpretation also includes a change to the STA process “to permit recurrent training candidates who have undergone a successful STA within the previous year to begin recurrent training without waiting for the results of the new STA once TSA accepts all documentation.” Each student will still need to undergo a new STA, including submission of documents and payment of fees, but

if the training provider ensures that a proper STA submission has been made, the student will be able to begin recurrent training prior to receiving the results of the STA.

The TSA's clarification and change in procedure will certainly make the process of training alien students more efficient for flight schools and for their alien flight-training students. It is nice to see the TSA actually do something that makes sense and will actually help the aviation industry. Hopefully the TSA will take this same approach as it reviews security at general aviation airports. Keep your fingers crossed!

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EDITOR'S NOTE: Greg Reigel is an attorney with Reigel Law Firm, 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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Creating New Aviators: It's up to all of us!

by Rod Hightower, President/CEO
Experimental Aircraft Association

In the number of months that I've had the privilege to be president and CEO of EAA, I've confirmed several things that I already believed about our EAA community.

First, EAA is filled with passionate aviators. Flying is more than what our members do; it is an integral ingredient of who they are. Regardless of each member's particular aviation interest, the connection with flight is strong and deep.

EAA members also believe passionately in helping aviation to succeed and grow. Whether it's during one of my Grassroots Pilot Tour stops, through the members I meet in Oshkosh at the EAA Aviation Center or AirVenture, or in the e-mails and letters I receive, a common thread runs through the conversation: How do we expand aviation interest and enthusiasm?

Creating the next generation of aviators is one of today's top priorities at EAA. By the next generation, I don't only mean young people. We also seek all those who will discover aviation – regardless of age – and make it part of their lifestyle.

EAA's outreach to young people is already well-established and successful through the Young Eagles program, which began in 1992. For the past several months, EAA and FAA compared the names of those flown through the Young Eagles program with FAA's aviation database. The results show impressive initial results from the efforts of more than 43,000 pilots and 50,000 ground volunteers. Those dedicated EAA members have already flown more than 1.6 million young people.

A Young Eagle is 5.4 times more likely to become a pilot than a young person of similar age who has not had a Young Eagles experience. Already, Young Eagles comprise 7.3 percent of all pilots below age 35 – a number that will only grow as these young adults continue to further engage in aviation. That's a tremendous credit to those who fly Young Eagles and encouragement to everyone else who should consider it.

Young Eagles, and the new "Flight Plan" experiences that include our partnership with Sporty's Pilot Shop and its Online Pilot Training Course, made available free of charge to all Young Eagles, are examples of the pathways toward participation that reaches more than 70,000 young people each year. Other young people may find their introduction through involvement in our Air Academy camps that serve

hundreds of youth each summer.

For others of all ages, the pathway to participation could come through the EAA aircraft tours that welcome more than 14,000 people aboard our B-17 and Ford Tri-Motor each year or in the thousands of EAA chapter events that take place in local communities throughout the country every year.

These introductions are great, but we must do more as a GA community to follow through and create aviators. When a system has a success rate as low as 20 percent – which one estimate puts the current completion rate of all those who begin flight training – something needs improvement in the process. We cannot focus on pilot starts. We must focus instead on pilot completions.

EAA's chapter network is an excellent place to reach those who want to fly in local cities and towns. We're working on ways to make the chapters more effective portals to flight, as well as a place where people are welcomed and feel comfortable as part of a supportive aviation community. And, as *Midwest Flyer Magazine* readers know, EAA AirVenture Oshkosh is one of the world's greatest aviation recruiting tools, as each year it shows all of us what's possible in all of aviation. Besides that, AirVenture is a transformative experience for anyone who aspires to become an aviator.

There is certainly no end to the issues that EAA can address on the regulatory side to make aviation more accessible. We are doing and will continue to do just that. At the same time, the infrastructure and commerce that are essential to maintaining a strong aviator community absolutely depend on increasing the number of those entering the world of flight.

And while that depends on all of us together, it also depends on each one of us individually.

This is where I challenge each of you who enjoy aviation. EAA is dedicated to showcasing aviation and opening the door for others to participate. We welcome you to join us in that effort. More importantly, each of us must ask ourselves, "What am I doing to help create aviators?" Invite, support and encourage those who show interest. Aviation in America is a unique expression of freedom unmatched in our world. We must continue to inspire and excite the public in a positive manner in order to grow this wonderful experience we share. □



Rod Hightower

EAA AirVenture – Oshkosh, Wisconsin
July 25-31, 2011
www.airventure.org

AOPA Aviation Summit – Hartford, CT
September 22-24, 2011
www.aopa.org

The view from above

Sometimes, to get perspective, you have to consider what's happening in the world around you from well above the fray. This is one of those times and, fortunately, pilots are understandably comfortable with the view from altitude.

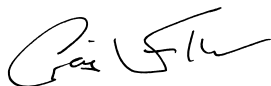
If there's a theme in Washington, D.C., today it is cutbacks—in budgets, spending, costs, and hiring. And when we take a high-altitude view, it's easy to see why. In February, the monthly federal budget deficit reached a new all-time record, growing by \$222.5 billion in a single month. The economy remains sluggish. And President Obama's own fiscal advisory committee predicts that the interest—just the interest—on our deficit will reach \$1 trillion a year by 2021. I find that more than a little troubling.

This is the context in which the issues affecting the aviation community today are unfolding. We believe the FAA needs the stability that can only come with a long term funding package. We also believe it's imperative that NextGen, as the modernization of the nation's air traffic system has been dubbed, keeps moving forward. And we can't forget about the search for a replacement for leaded avgas. Then there are airports that need repairs, upgrades, and expansion to retain or improve their value to our national transportation system.

AOPA is working hard to ensure that each of these issues receives the attention and funding it deserves. And at this point many lawmakers in both parties have been strongly supportive of these efforts. But to simply push our own agenda forward without regard to what is happening to our nation as a whole would be irresponsible.

We at AOPA know that aviation is important to our members. But we also know that you want aviation to work well within a larger system that is sound and functional. No sector of our society is exempt from the pressures and stresses affecting the country as a whole, and that includes the aviation community.

So while we are working hard to ensure that key programs and issues affecting your freedom to fly are appropriately addressed by Congress, regulators, and other decision makers, we are balancing those needs with what we see from the cockpit—the perfect place to get that big-picture view.



Craig L. Fuller
AOPA President and CEO



*For more information on the Aircraft Owners and Pilots Association and the issues that affect your flying go to www.aopa.org today.

A Seaplane Adventure Over The Rockies

by Mary Alverson



Jim Whiting

Flying seaplanes is great fun, whether flying a Piper Super Cub, Cessna 206, or de Havilland Beaver. While my usual mount is a Piper Super Cub, I was invited to fly a Cessna 206 amphibian seaplane from South St. Paul, Minnesota to South America this past winter, which made for a trip of a lifetime, filled with many incredible adventures. I will share a few of them with you.

December 16, 2010 started out like most Minnesota winter days, gray with 5,000 foot ceilings and a band of lingering snow showers to the west. The plan was to fly west over the Rockies to capture some videos of Yellowstone National Park, Glacier National Park and the Grand Tetons with our strut mounted camera. But Mother Nature had a different idea for us. We eventually ended up in Santa Monica, California.

Patrick, the owner of the C206, planned to pick up two friends who would accompany us to Panama and on to Argentina, our final destination. With our gear and the weight of our amphibian floats, gross weight was always a consideration, so our plan was to fly with half tanks, so we couldn't fly more than 3-hour legs. As always, our planned departure got pushed back, and we were finally on our way at 11:00 am. At the end of our first day, we only made it to Aberdeen, South Dakota.

Our weather briefing called for VFR for our trip to Steamboat Springs, Colorado. We did not have to fly far to have our first adventure. We were snowed in at Steamboat

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Springs for five days. The people and the accommodations were wonderful, but we were anxious to push on to Las Vegas.

The flight along the Colorado River and Monument Valley was spectacular. The air was so clear that every detail of the formations and surrounding scenery could be taken in. Our weather briefing called for VFR with showers in the vicinity all the way to Las Vegas. As we approached Lake Mead, northeast of Las Vegas, we could see that Las Vegas would soon be getting a shower. Lake Mead looked pretty good to two seaplane pilots who had been dealing with nothing but snow since Minnesota. The decision was made to land and wait it out until we could take off and head towards Las Vegas. Once on the water, we decided to taxi toward Las Vegas to enjoy the scenery as we waited for the shower to pass. It was 4:30



Mary Alverson with her Piper Super Cub.

pm, and we taxied for about 45 minutes.

Then the rain came. The "shower" turned into a steady rain for 3 hours. At this point we had lost our opportunity to takeoff and fly to Las Vegas. As the rain continued and winter's night came, we could not see to navigate around the rock islands in the lake. We chose to follow the path we made on the GPS. We knew that was safe

and we would not bump into anything. The rain stopped, the stars came out, and we set anchor to spend the night on Lake Mead. It was a very cold night. I dug through my suitcase and put on everything warm I could find. It was about 35 degrees.

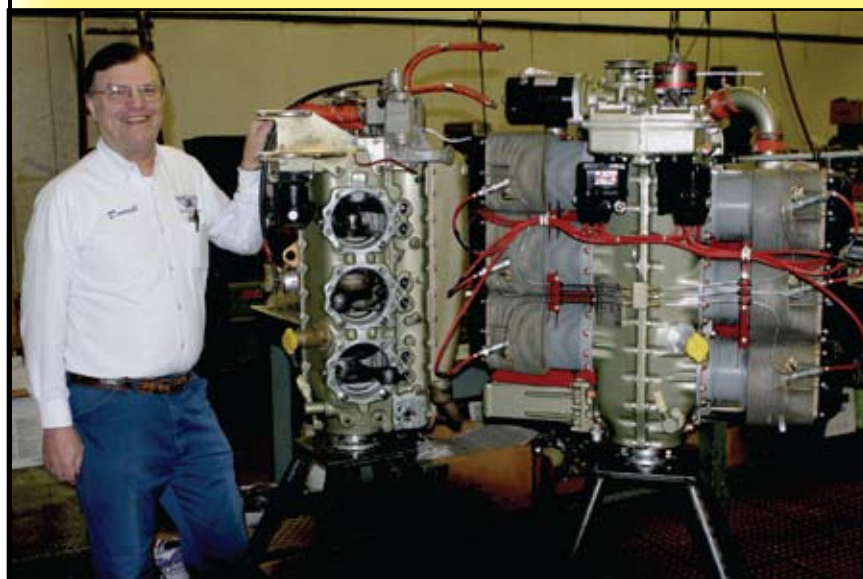
We were startled out of our fretful sleep by the sound of a dark colored sea bird landing, walking and slipping on the wing. He was big, with a wingspan of at least 5 feet. We

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were wide-awake now, both tired after a long, cold night. The sun was coming up and we were ready to pull up the anchor and head for Las Vegas. When Patrick turned the key to start the engine...nothing! No, we did not leave the master switch on overnight.

I tried to hand prop it, but to no avail. Patrick was successful and we were able to make an uneventful takeoff from Lake Mead.

Five miles out from Las Vegas, the radios failed. We could not transmit, but we were able to receive. The skillful controller cleared us to land and we thought we were home free. We were not. On landing, the right front tire blew. Talk about exciting and we hadn't even crossed the border.

I'm sure we were quite a sight as we checked into all the glamour of the MGM Grand Hotel. No one said anything unkind about these two scruffy-looking pilots. They just looked at us kind of funny.

After Christmas at Patrick's friends' home, the real journey began. Departing from Santa Monica, we flew the VFR corridors through LAX class Bravo, crossed the border and headed down the Baja Peninsula. The topography was incredible and ever changing. The sands of the desert shoreline rolled continually into the ocean. The winds magically swirled the white sands of Scammon's Lagoon into incredible shapes that looked like the frosting on a cake or the meringue on a lemon pie. The sand

changed as the terrain started to rise. There were mini Grand Canyons everywhere that soon grew into rolling hills and soft mountaintops that were covered with lush greenery. It made me want to touch it with my finger.

The lush vegetation began to disappear as the mountaintops turned into rugged mountain peaks. Mindful of our fuel, we descended into Loreto and spent the night. The next morning we departed for La Paz. We flew the Sea of Cortez at 100 feet above the water. Incredible!! Jacques Cousteau called it the "aquarium of the world." The beauty of the shoreline, water and sky were all at our wing tip. This was a day to be remembered.

EDITOR'S NOTE: Mary Alverson is President of the Minnesota Seaplane Pilots Association, and owns, flies and instructs in her Piper Super Cub on floats. She is also a flight attendant with Delta Airlines. □

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Success by Chance!

True story of how to create an aviation business, backwards.



John Justad

by Karen Workman

How do you start a successful aviation sightseeing business?

According to John Justad, owner of Lake Country Air Service in Hackensack, Minnesota, it just kind of happens.

John never intended to own an airplane tour business. He was not one of those kids who dreamed of flying. He didn't even start flying lessons until he was 35, and it took him three years to finish them. It was another seven years before he got his medical and Private Pilot Certificate.

John bought his first plane, a Cessna 172, a year before he received his license. He bought a small, backcountry airport in Hackensack, six years before he bought his first plane. Clearly, John didn't follow a prescribed formula for his success.

Serendipity

During a rough time in his life, with marital, financial and medical problems, John found the airport in Hackensack for sale at a bargain basement price. It had been abandoned for more than a decade and required extensive work. But with time on his hands, the 2,000 x 40 foot paved runway was soon cleared and John had a tiny home in what was the office. In the subsequent years with the help of his father, that facility became a showcase for hangar living with three upper level decks, four bedrooms,

a study, a sensational living room, two kitchens and four bathrooms, all uniquely decorated by John's partner, Kris. All the rooms have windows to the outside. An interior hallway connecting the rooms overlooks the hangar.

The Trigger

John's birth year is 1957 and his lucky numbers are 1 -3 -5 -7. He just thinks they are a cool sequence of numbers. When he saw a magazine photo in 2001 of a 1957 de Havilland Beaver on floats with the tail number N31357, he clipped it out and hung it on his refrigerator, saying that plane would someday be his. Through an extraordinary series of events, the premonition came true.

A couple of years after clipping that magazine photo, John was at a hangar Christmas party and



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spotted the Beaver in the hangar next door. Naturally, he struck up a casual friendship with the owner. When the plane went up for sale in 2005, John was not in a position to spend hundreds of thousands of dollars to buy it, nor did he even have a seaplane rating. But he thought about it, nonetheless. Three days later, he proposed a creative financing plan to the owner but was rejected. Several months later, with no strong buyers in sight, the owner was ready to deal. John came up with a down payment by refinancing the airport and worked with the owner for the balance.

The owner kept the plane at his hangar and shared flights with John during the summer of 2006. In 2007, John went to Florida for training. He flew 60 hours in a Cessna 172 and J3 Cub on floats, and got his seaplane rating. That summer, he flew the Beaver to Oshkosh, Wisconsin for EAA AirVenture. By the end of the year, he had accumulated a little more than 100 hours and decided to start a flying business.

Start Up

Of course, true to form, John had other hurdles to clear before his vision materialized. He learned that he

needed a Letter of Authorization from the FAA Flight Standards District Office in order to give rides. In order to get the Letter of Authorization, the pilot flying needed to have a Commercial Pilot Certificate. He also learned that his business needed to have a drug policy and drug testing of its pilots and mechanics. Developing the policy and testing wasn't difficult, but John didn't have a Commercial Pilot Certificate. While he worked on the certificate, a retired State Patrol friend became the pilot of record and the business was established.

In June 2008, John hung out his shingle and started selling rides. He had 60 hours in the Beaver when he got his first gig at Paul Bunyan Days in Akeley, Minnesota. Following that, he hopped from resort to resort in "lake country," offering rides to guests at \$50 a pop. By the end of the summer, he had formed relationships with six resorts and had flown 800 passengers.

Spotting Opportunity

"People are gushy about the [flying] experience. It is really rewarding," John said. His clients asked him about souvenirs. He contacted a graphic design artist

who came up with his logo and now popular *"I rode the Beaver"* T-shirt. When there is snickering about the slogan, John likes to remind people that a beaver is a strong, hard-working animal of the northern lake country. He expected to give a lot of his "silly shirts" to his buddies and was surprised that he sold out his first 100 within 10 days. To date, he has sold well over 500 T-shirts.

John is still stumbling across opportunities that move him forward. His primary business, what sustains him outside the summer heydays, is theatrical installations. That business has grown to the point where John hired a full-time bookkeeper. Rather than require her to spend all day at his empty hangar, he sought a place in town for her desk and files. For what he expected to pay for office space, he found a small corner store in Hackensack where the bookkeeper could have a private office, but there was also space that could be used to sell souvenirs and promote the flying business. *Voila!* – a tiny storefront for Lake Country Air Service, with full-time staff.

His luck isn't ending there, either. During conversations with the mayor of the small town last summer, he learned that the municipal lakeside

Gear Down On Final, Gear Down On Final.....Or Not?

by Curt Drumm



docks would be replaced and the old ones discarded. John didn't have a dock for his Beaver, but he does now.

It is not a formula that would work for everyone. Buy an airport, buy a plane, get your certificate and rating, then develop a business plan and hope it works. For John, it did.

Sidebar:

While interviewing John Justad at his home, a pickup truck sped down the dead-end runway, the driver clearly thinking it was a road. He realized his mistake somewhere shy of 2,000 feet and turned around. On the inevitable return trip past the hangar, John talked to the driver, showed him around the hangar home and gave him his phone number. The man was staying at a nearby resort. He called John less than an hour later and had five friends who wanted a ride in the Beaver that morning.

Chronology:

1991: Started flying lessons.
1993: Completed lessons.
1993: Bought airport.
1999: Bought first plane, a C172.
2000: Got a medical and a private pilot certificate.
2001: Cut out picture of N31357.
2003: Saw N31357 parked in hangar next to friend's Christmas party.
2005: Bought N31357.
2007: Received seaplane rating.
2007: December, started flying business.
2008: June (beginning of month), received commercial land and commercial seaplane ratings.
2008: June (end of month), flew first paying passengers.
2009: March-June, maintenance, repaired stress cracks on floats.
2009: June-September, flew 1200 passengers.
2010: Started Beaver store.
2010: Plans for airport community with three lots for sale.

EDITOR'S NOTE: Karen Workman is an instrument rated private pilot living in Minnesota with her husband who is also a pilot. □



Gear Up!

Of all the flight training one can do over a pilot's lifetime, one of the most fun challenges is probably getting your "seaplane rating." Personally, I did mine on a "dare" with a buddy of mine many years ago...he challenged me to see if we could both get it done. We both completed our training in a well-used J-3 Cub on floats, and have many fond memories of that. Fortunately, I moved ahead and eventually bought a seaplane and have loved every minute of it. As an instructor, it's one of those things you never get tired of.

Seaplane training comes in two flavors. First, is the quick and easy; do it in a day "trophy" rating, where you learn just enough to pass a checkride with an on-staff examiner, but never really learn much that you'll retain. The other is to find a school where you really learn the material, and walk away with things you'll never forget. While the first method is legal, and for some, serves its





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purpose, we've chosen the second route...and think our students appreciate it.

Lakeshore Aviation is the only full-time seaplane flight school in Wisconsin...at least as full-time as you can be in this part of the country. We teach in a 1979 Cessna 172XP, a variant of the venerable 172 line that was only manufactured for three years. Instead of the normal 150 or 160 hp Lycoming, this plane boasted a six-cylinder Continental, putting out 210 hp, but derated to 195 hp for marketing purposes. There's an STC to boost it back up to 210, which really helps in seaplane takeoffs. Add a constant-speed prop and Wipline amphibious floats, and you've got a pretty good go-anywhere, wet-or-dry airplane.

One of the unique things about teaching floats is that you attract people from all over the place. When we first got started, we had folks from all over the Midwest, but now, with the advent of the Internet, pilots come from all over the world to experience water flying.

In a recent experience with a young chap from South Africa, we learned that there are no seaplanes in the entire country! After his experience, he and his dad were so impressed, they are working on a deal to bring a Cessna 206 on amphibious over to teach all their friends. Hopefully, we're part of that training program; what an experience that would be!

Then there was the weekend a bunch of guys got together in northern

Wisconsin, and we taught eight pilots in one weekend. In total, there were three planes, four instructors and two examiners. That was a lot of work, flying non-stop, but what fun. We even had a visit from the local law enforcement boys, as there was a town ordinance against for-hire sightseeing rides of any type. We eventually convinced them that it was FAA authorized training, and we completed our task. Everyone passed with flying colors.

One of our favorite students has become a regular visitor, and now makes Wisconsin a part of the family's annual vacation. He's a German aviation engineer, responsible for creating VIP interior seating for luxury jumbo jets. It has been interesting learning about aviation in Europe, and sharing photos of his homeland. He has also become a great pilot, and rents planes on his visits to the U.S.

Did you know that one of the leading manufacturers of custom aircraft interior seating is in Peshtigo, Wisconsin? Neither did I.

Some of the most challenging students, oddly enough, are the most experienced ones. Jet drivers just don't have a comfort level flying at 500 feet doing 70 mph. Add in flying over the water at 25 feet, dodging bald eagles and taxiing up to an island instead of a jetway, and you've got a little familiarization to overcome. Just about every session, though, ends with a huge smile at the end of the day, and digital pictures to email back home to

show everyone.

You might be wondering about the title of this article: Gear Down On Final...Or Not? For those of us who have moved up into more complex airplanes (those with fold-up wheels) are undoubtedly familiar with the GUMPS checklist, and double, triple checking to make sure your gear is down before landing. Doing otherwise not only leads to a bruised ego, but the unpleasant sound of screeching metal sliding down the runway, or worse. So it's gear down, gear down, gear down, over and over again.

But not so on the water with amphib floats. Half the time, gear UP on final is the correct choice. Landing gear down in the water leads to an immediate capsizing, an emergency evacuation and a visit with your friendly FAA inspector. Hopefully nothing worse, but many have lost their lives trying to get out before the water gets in.

Wipline and other float manufacturers have now added an audible gear advisory warning system to their floats, activated by airspeed. It rather "urgently" advises you in your headsets if you're configured for "gear up for water landing" or "gear down for landing on land." A bright set of blue (water) lights or green (land) indicator lights add to the notification. If you work the system right, you'll never have an accident...but get lazy, and watch out. Like they say, "*there are those who have forgotten, and those who will.*" With the versatility comes the risk, so it's important to stay on top of things and don't forget the checklist.

With seaplane season upon us, give it a thought. Many a pilot have put the seaplane rating on their bucket list, so why not join them. Do like I did, and challenge a buddy to come along. Make it an experience you can share. It's something you'll never forget!

EDITOR'S NOTE: Curt Drumm is President of Lakeshore Aviation, Inc., located at Manitowoc County Airport in Manitowoc, Wisconsin, and an avid seaplane pilot and flight instructor (www.lakeshoreaviation.com). □



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Getting Checked Out To Rent A Seaplane

by Jeffrey Flynn
Aviation Representative
Mn/DOT, Office of Aeronautics

Most of my time flying seaplanes has been spent at latitudes north of Lake Superior. Sure there has been the occasional flight to Oshkosh or a trip on amphibians to the big city. But before this day I had not departed a metro lake on floats. Northeast bound, away from the rat race, I could not picture the Class Bravo airspace above me. It was there – the sectional chart depicted it – I just had trouble imagining such restrictions in the seaplane environment. It wasn't until turning back toward the metropolis that I could once again visualize the upside-down wedding cake that is the big daddy of all airspace.

Climbing too high and busting the Class Bravo was not a problem for us today. First, we were in a small Cessna with a lot of aluminum weight and drag below us. Second, the purpose of our flight was to get me checked out for solo-rental. That's right, I said solo-rental in a seaplane, *believe it or not*, some intrepid companies still do it. Don't tell your attorney friends.

In the seaplane world, getting a checkout has very little to do with one's ability to maneuver at high

altitude. No, your real skills are on display below about 1,000 feet. Short of demonstrating to the instructor your aircraft-sinking technique, or your



Brad Thornberg

ability to puncture a float on the dock, some would say that you are judged by one thing: did you remember to retract your water rudders? Normally, the water rudders are to be retracted for takeoff and landing to avoid damaging the floats as they skip along the water at high speed. Failure to retract these fragile steering devices brings with it humiliation equal to slipping and falling off of your float while docking. Some would say worse. Regrettably, some seaplane pilots are notorious for not using their checklists, this flaw is almost understandable.

Leaving the dock is a difficult time to exercise good checklist discipline. Sure, the preflight checklist and the before-starting-engine checklist can be accomplished while still lashed to

the dock. It is once the dock lines are untied that Mother Nature begins to giggle. Gusts of wind, a little current, maybe even some waves are her way of charging you admission to the aquatic world.

These challenges make it imperative that you get in and successfully start the engine so that you avoid banging into boats, shoreline, the dock, or other planes. Make no mistake about it; this is a situation, which can bring both personal embarrassment and higher insurance premiums. Therefore, this is not a good time to be drifting aimlessly while reading the step-by-step procedure that Walter and Clyde developed for starting your Beechcraft or Cessna. Instead, you must have this process memorized and rehearsed if you are going to be routinely successful.

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On approach to docking.



On the step with water rudders retracted.

cold starts, hot starts, flooded starts, and failed starts. You won't find a "failed" start checklist in many manuals, but unlike a landplane pilot, you don't have a parking brake to rely on if the engine doesn't start. In other words, you had better have a plan for dealing with those rocks that are downwind of the dock.

Once you are underway with the health of the engine not in doubt, this is a good time to visually clear the area again, put on your safety restraints, close the doors, don your headset, and

grab the checklist. There is no reason to be in a hurry at this point.

Going back to the water rudder issue, there is at least one occasion when a seaplane pilot may elect to leave their water rudders down for takeoff. You may find situations where directional control cannot be maintained at the beginning of the takeoff run due to a combination of strong winds and a lack of control effectiveness at low speeds. In this case, you may choose to leave the water rudders extended for the

beginning of the takeoff. Some pilots choose to enlist the help of a trustworthy passenger to retract the water rudders, at the pilot's command, once they have accelerated onto the step.

Be careful if you do choose to involve someone without experience. You should thoroughly brief your new "crewmember" on exactly what you want them to do and what not to do (like not getting in the way of the yoke or inadvertently pushing on the rudder pedals), then have them practice it and repeat the instructions back to you to verify that they understand exactly what you expect.

If you are alone in this situation, it is probably best to just leave the water rudders down for the entire takeoff, rather than risk losing control. It should be noted that most water rudder retraction devices are located on the floor. Thus, putting your head down near your knee and retracting the water rudders during a critical phase of flight is an advanced technique that should only be attempted by those who enjoy the possibility of loud noises and unintentional submersion.

After landing you get to practice many of your on-water skills again. Most of this procedure is just a matter of doing things in roughly the reverse order from when you taxied out: shutting down non-essential systems, completing your after-landing checklist, removing your headsets, undoing the seatbelts, and opening the door. Many of these actions are meant to allow you easy egress. Do yourself a favor and move the headset cords up and out of the way so they don't get tangled in your feet as you slide your seat back and exit. From here to the dock it is all about managing momentum – and that is more about feel than procedure.

If you haven't tried water flying yet, I encourage you to do so. It is a challenging and fun environment in which to operate. It also makes you more self-reliant and takes you to places that many people only dream of visiting. □



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Flying In The Canadian Arctic... Leave The Junk & Bring Home The Memories!

by Philip Mattison

If you are looking for a great flying adventure, head for Canada on wheels or floats!

I fly a yellow and black 1999 Cub Crafters Super Cub; my friend, Wolfgang Greiner, flies a red and white 1998 Husky. Both planes are on Wipline amphibious floats. Both planes have 180 hp engines.

Wolfgang and I have been friends since college. We were both members of the Theta Chi fraternity at the University of Minnesota in the mid 1970s. We both dreamed of flying then and have been lucky enough to be pilots and regular traveling companions for many years.

One day we were dreaming and decided we needed to cross the Arctic Circle. We have since made multiple trips into the Canadian Arctic. The first in 2006, due north out of Minnesota through Red Lake, Thompson, Churchill, then

continuing north along Hudson Bay to Baker Lake; then we followed the Back River north to the Chantry Inlet on the Arctic Ocean.

The next year we decided to do Alaska! We flew north out of Minnesota, into southern Canada, then turned west to find the Alaskan Highway. We followed the Alaskan Highway all the way to Fairbanks; turned south through Denali Park to Anchorage; across Prince William Sound into Valdez; from there, we flew south along the coast into Juno. Finally, turning east back into Canada. We flew a northern route to Yellow Knife and Great Slave Lake. We then turned south again flying through several Indian villages and remote lakes and home again.

Two years later in early July of 2009, we decided we needed to see eastern Canada, flying along the Great Lakes, then turning north to the northern most portion of Quebec. Icebergs in the Hudson Straights convinced us to avoid



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the 100-mile open water crossing to Baffin Island. We turned south flying the entire length of the St. Lawrence Seaway and the northern side of the Great Lakes on our way back to Minnesota.

So having flown these trips and several more into Canada, I offer the following suggestions:

Crossing the border, it is simply not a big deal. The government computer system is cumbersome and works like most things the government produces. It takes twice as long to use the first time than it should. But it works! The border crossing reservation is simply to allow the Customs agent and you to arrive at the same dock at about the same time. Canadian Customs is normally warm and friendly, they understand you are a customer coming to spend money, and they treat you like one. U.S. Customs on the other hand treats you like you are a visiting terrorist. The experience may be similar to the Transportation Security

Administration (TSA) experience you have when flying on the airlines.

Gas is available and expensive. When we went to Alaska during the big gas price run-up in 2007, we paid an outrageous price for 100LL. It was \$2.75 at home and over \$5.00 in the north. Now looking back on it, it was not that bad of a deal. At that same time we paid as much as \$750.00 – CASH ONLY – for a rusty 45-gallon barrel of 100LL in a remote Inuit Village that only receives a supply shipment once a year. Otherwise, everything they have is delivered by air.

Call in advance! Everyone has a satellite telephone they will answer and tell you if they have gas. Make sure you ask if they will sell it. The remote villages get a limited supply and will not appreciate you showing up and expecting them to provide you with gas simply because the directory states they sell it.

Bring a bung wrench for opening fuel barrels and a plastic pump

designed to fit the barrels. You will also need a few gas cans so you have something to transfer gas in.

Don't wait to do this trip! Gas is expensive now, and will be more expensive in the future. These experiences will stay with you the rest of your life. Make the trip while you have good health and desire for adventure. These memories will last much longer than any of the junk you are filling your house with.

If you cannot get 100LL, you may have to resort to using auto gas, providing your aircraft has the proper STC. I have an STC to use auto gas for my 180 hp engine. There is nothing to this STC other than a piece of paper. Auto gas will run fine if that is all you can get.

Plan and make telephone calls, then plan and make more phone calls.

Half the fun of these trips is in the planning. The person who makes the most phone calls and gets to know people before he departs, gets the most out of the trip.

Lodging? Don't worry about that. Take a tent, three changes of cloths, enough food for three days and don't be surprised if you don't use all the food. We carry about a dozen meal replacement bars from GNC, in addition to our three-day ration. We found small places to eat where we bought fuel and resorts to stay in along the way. You can even freeload in a trapper's cabin. In the current economy, any remote resort you find will have extra beds and cut you a good deal if you simply drop in. It's not a big deal. Just find a nice beach and stay there.

Fishing gear? You need a handful of jigs, three packages of Berkley's Gulp minnows, a five of diamonds yellow spoon, a few shad raps, and two PC fishing rods. That's it.

Now take all the gear you think you will need, lay it out on the floor of the hangar, look it over, then put half of it away again. Now look at what's left. Pack half of that and leave the rest on the hangar floor. Everyone brings way more stuff than they need.



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A Garmin 496 or a similar GPS with terrain and weather is essential equipment when flying in the wilderness.

Cash and gas are king on these trips.

Go to REI and buy bear spray. Wear it on your hip like a side arm. It must say bear spray on the container to get it past Customs. Bring a shotgun and a variety of shells, bird shot, BBs, and slugs; about a dozen in all is fine. You will never use them anyway. Canada requires you to fill out a form and pay a tax to bring a shotgun in. No handguns allowed. Rent a satellite telephone and bring it along. Buy the Spot GPS position transmitter and use it along the way to let friends and family know where you are. Get a fishing vest to put your first aid supplies in, the Spot, and a few of the meal replacement bars in the pocket, along with a handheld compass, and a torch cigar lighter. Wear the vest and an inflatable life jacket at all times. Last of all, a Garmin 496 or something similar with terrain and weather is a must. You may not always be able to get the weather, but the terrain feature will keep you alive when you fly into localized fog and find you need to make a turn to stay away from the rocks.

If you don't have a seaplane or wish to go with an experienced guide to the Arctic, or on a lower Canada fishing trip, contact Brian and Lori at www.adventureseaplanes.com. You will fly as pilot-in-command in a floatplane the entire trip with an instructor as the copilot. You might even choose to get your seaplane rating along the way.

Or call Dave Weiman at *Midwest Flyer Magazine* (608-835-7063). He organizes a wheel trip to a Canadian fishing lodge north of Thunder Bay each year. This is a first-class lodge, and Dave assists with the preparations, so it is essentially

hassle-free, and you won't have to camp out or worry about where you will get your next gallon of gas.

Life is short. Collect experiences, not stuff!

Wipaire Releases Single Point Fueling System For Quest KODIAK

SOUTH ST. PAUL, MINN. –

Wipaire, Inc. has announced the certification of its Wipaire Single Point Fueling System for the Quest KODIAK. The system can be installed on the aircraft in either landplane or seaplane configuration.

The Wipaire Single Point Fueling System enables the aircraft to be filled from the ground, eliminating the need for ladders and enabling the Quest KODIAK to be fueled more safely and expeditiously. In aircraft equipped with a TKS anti-ice system, the risk of damage resulting from over-the-wing fueling is eliminated. Wipaire's electronic monitoring ensures that

EDITOR'S NOTE: Philip Mattison is President of Core Products, Inc. in Osceola, Wisconsin, and serves on the L.O. Simenstad Municipal Airport Commission (OEO). □



Wipaire Single Point Fueling.

the aircraft is reliably topped-off and an all-new digital display with touch screen controls ensures an easy interface for the user.

With over 100 STCs, Wipaire, Inc. is not just for aircraft floats. For additional information on the Wipaire Single Point Fueling System or other STCs, contact Wipaire, Inc. at 651.451.1205 or visit www.wipaire.com. □

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Door County, Wisconsin.... The Cape Cod of the Midwest!

by Dave Weiman

Pilots looking for a northern Wisconsin destination should consider flying to Ephraim-Gibraltar Airport (3D2), Ephraim-Fish Creek, Wisconsin, in the Door County Peninsula. There is an array of activities, from water sports, bicycling miles of bike trails, golfing, fine and casual dining, a drive-in theatre and live

Broadway-quality theatres, boat cruises and ferry rides over to nearby Washington Island and Rock Island, lighthouse tours and historical museums, caves, quality shops – both art and antique – and wonderful scenery. There's the turquoise blue waters of Lake Michigan to the east of the peninsula, and Green Bay to the west; hilly topography with rock outcroppings; and beautiful green deciduous and pine forests. Lake Michigan is the second largest of the five Great Lakes and is the only Great Lake located entirely within the U.S.

The Ephraim-Gibraltar Airport (3D2) has two runways: Rwy 14/32, 2700 X 60 feet (paved), and Rwy 01/19, 2345



Ephraim-Gibraltar Airport (3D2), Ephraim-Fish Creek, Wisconsin

X 80 feet (turf). There is a new self-service fuel system, which is very user friendly, and whether or not you need fuel, please remember to always support the airports you visit.

Thank you!

Tie-downs are \$10.00 per night, restrooms are open 24/7, and bicycles are available for use *free of charge* – another reason to support this airport! For additional information or

assistance with ground transportation, call 920-854-9711 (www.friendsofephraimgibraltarairport.com).

Once in town, I recommend taking the **Door County Trolley** for a narrated scenic tour to see Door County's scenic bluffs, and to learn local legend and lore along the way (www.doorcountytrolley.com).

From the top of the hill, to the bend in the road, surprises await you in old general stores, historic barns and little white cottages. Fish Creek's shops feature a wealth of beauty and individuality, fun and frivolity (www.fishcreekinfo.com/category/shopping).

Our tour stopped at the **Orchard Country Winery &**

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The view of the shoreline from the road.



The Door County Trolley gives visitors a guided tour of the peninsula.

Market in Fish Creek. The Door County Montmorency Cherry is freshly picked and packaged here with the morning dew still present. The rest end up in bottles of satisfying, fruity wine such as “Cherry Blossom,” fresh baked cherry pies still hot from the oven, fresh-pressed jugs of tart cherry juice, plump dried cherries, and rows of scrumptious cherry jams and pie fillings (www.orchardcountry.com).

At its peak in 1959, Door County had more than one million cherry trees—more than any other locale in the nation. Today the average Montmorency Cherry tree in Door County produces 7,000 cherries—enough to make 28 pies!

Door County has the second largest concentration of lighthouses of any county in the United States, now all historical landmarks. We visited **Cana Island Lighthouse** in Baileys Harbor with its gleaming white tower and keeper’s home of cream city brick. This 1869 lighthouse has withstood countless storms, witnessed great maritime dramas and is well known as one of the Great Lakes’ most photographed lighthouses (www.dcm.org/cana-island).

We also toured **Eagle Bluff Lighthouse** at Peninsula State Park, which has protected ships since 1868 between the city of Green Bay and points north and east that used the narrow and treacherous channels offshore, with high bluffs on one side and large flat shoals on the other.

It was fascinating to listen to the stories told by the lighthouse hosts about the families that once lived in each lighthouse, how the lighthouse keeper was working or on call 24/7, and how they and their children would entertain themselves by reading books, which were transferred in quantity from one lighthouse to another during the year.

We also toured the **Eagle Observation Tower** – a 75-foot tower atop a 180-foot limestone bluff overlooking Green Bay islands and the Michigan shoreline (www.eagleblufflighthouse.org).

We took a guided tour of **Whitefish Dunes State Park**, the highest sand dunes in Wisconsin and home to eight significant Native American villages from 100 BC to the

late 1800s (www.dnr.state.wi.us/org/land/parks/specific/whitefish). In recognition of the number of past occupations and excellent state of preservation, this site has been placed on the National Register of Historic Places.

Next, we briefly stopped at **Cave Point County Park** to see the picturesque limestone sea caves—the result of Lake Michigan’s relentless pounding against the limestone bluffs (www.doorcounty.com/outdoor/parks.aspx).



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Cana Island Lighthouse in Baileys Harbor on the Door County Peninsula.



Looking down from the lighthouse you see the submerged rock ledges that ships must avoid.



The view out a window in the lighthouse.

Shopping

Once your significant other sees some of the treasured gifts and furnishings for sale, you will wish you owned a Light Sport Aircraft, rather than a four or six-place cruiser.

Explore Sister Bay's plethora of fun shops, and then end the day with a concert in the Beach Pavilion, overlooking spectacular Sister Bay (www.sisterbaytourism.com). Sister Bay, Door County's largest community north of Sturgeon Bay, was settled in 1857 by Norwegian immigrants.

The **Blue Dolphin House & Studio** in Ephraim is a 1860s renovated farmhouse, surrounded by towering pines and perennial gardens. It features oils, watercolors, fibers,

metalwork, mixed media and hand blown glass (www.bluedolphinhouse.com)

The **Edgewood Orchard Galleries** in Fish Creek is one of the Midwest's most respected art galleries, featuring works from more than 100 artists and known since 1969 for its exhibitions exploring ideas in a wide range of media—paintings, sculpture, glass, clay, wood and jewelry (www.edgewoodorchard.com).

The **Plum Bottom Pottery** in Egg Harbor features the handcrafted porcelain and stoneware of artist Chad Luberger (www.plumbottompottery.com).

Visit the **Peninsula Art School** and **Guenzel Gallery** in Fish Creek, a center for education and exploration in visual arts, offering year-round programming including one to five-day workshops in ceramics, sculpture, jewelry and metal arts, watercolor, painting, drawing, photography,

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Cave Point County Park.

printmaking, mixed media and more. The **Guenzel Gallery** is the center of activity and the art-filled entry point for students, art appreciators and visitors to PAS with the featured exhibit “*Medium in the Message*” (www.peninsulaartschool.com).

You can also create your own art at **Hands On Art Studio** in Fish Creek. There, you can take classes in fused glass, metal sculpture, mosaics, wood, ceramics, and jewelry making (www.handsonartstudio.com).

The **Door County Maritime Museum** offers tours, and is located on the working waterfront of Sturgeon Bay, focusing on Sturgeon Bay shipbuilding and featuring a working periscope, the pilothouse from the Great Lakes ore carrier, the “Elba,” a fourth order Fresnel lens crafted in 1880 and more. Then see the newest exhibit “**Ghosts! Haunted Lighthouses of the Great Lakes**” (www.dcm.org).

One afternoon we took a narrated boat tour along some of the more than 300 miles of shoreline aboard “**The Shoreline**,” a 33-foot U.S. Coast Guard-inspected Navy vessel to see lighthouses, limestone cliffs, caves, shipwrecks, quaint waterside villages and multi-million dollar summer homes (www.shorelinecharters.net).

Explore the village of **Ephraim** on a guided historic walking tour, to learn about the cultural and historical heritage that is a blend of Moravian culture and Norwegian ethnic heritage. Founded as a Moravian religious community in 1853 by the Reverend Andreas Iverson, many of the historic buildings - The Moravian Church (1858), the Pioneer Schoolhouse (1880), and the Anderson Store (1858) and warehouse, as well as the Anderson Barn (1880) and eight homes in the village – are more than a century old and all still in use (www.ephraim-wisconsin.com).

Stop and smell the flowers on a naturalist-guided hike at the **Ridges Sanctuary**, Wisconsin’s oldest nonprofit nature preserve, a designated State Natural Area, an Audubon Important Bird Area and National Natural Landmark

featuring native wildflowers along its five miles of rustic trails and bridges (www.ridgesanctuary.org).

Recreation

Choose a mode of water fun from **Nicolet Beach Concessions** in Peninsula State Park – sailboats, paddleboats, hydro bikes (sea cycles), kayaks and canoes, then let the fun begin (www.kayakdoorcounty.com/nicoletbeach)!

Another good place to rent a “kayak” is **Bay Shore Outdoor Store** in Sister Bay (www.kayakdoorcounty.com). The Bay Shore Outdoor Store is Travel Green Certified, an organization of tourism businesses that have made a commitment to continuously improve their operations to reduce their environmental impact.

If you “golf,” you can play your choice of two nine-hole courses (Blue: par 36 and Black: par 35) at **Alpine Golf Course** in Egg Harbor with breathtaking views of the bay, majestic bluffs, and glacier-carved natural hazards (www.alpineresort.com/golf). The ninth hole on the Blue Nine Course has been rated “The Most Scenic Hole in the State of Wisconsin.”

Peninsula State Park Golf Course (par 71; challenging), Door County’s most picturesque 18 holes set in the midst of the majestic woods of Peninsula State Park, offers stunning views of Eagle Harbor (www.peninsulagolf.org).

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The fire used at the “fish boil” at the Old Post Office Restaurant in Ephraim, Wisconsin.



Wilson's Restaurant & Ice Cream Parlor in Ephraim, Wisconsin.

Peninsula State Park Golf Course was established in 1921 and has the distinction of being the only course in Wisconsin's state park system.

Skydive Door County offers tandem skydiving at the Cherryland Airport in Sturgeon Bay (www.skydivedorcounty.com).

Try flying through the air at **Gravity Trails**, the first “zip line” in Wisconsin! Start off with some basic ground-to-ground zips to get acquainted and comfortable with the procedure, then take your feet off the ground and fly high above the treetops. Along the way, hike and learn about the native ecology and wilderness from knowledgeable guides (www.gravitytrails.com).

“Para-sail” high above Eagle Harbor at **Para-sail Rides** in Ephraim to experience breathtaking views and an exhilarating ride on the wind. You won't even get wet if you don't want to (www.parasailrides.com)!

One of the last drive-in movie theatres in Wisconsin is the **Skyway Drive-In Theatre** off Hwy 42 between Fish Creek and Ephraim. The drive-in has been showing current movies in a nostalgic setting since 1950. Double features are shown nightly. The snack bar features fresh hot popcorn, foot-long hot dogs, and pizza. There's even a playground for the kids! Call 920-854-9938 24 hours a day for movie information.

Restaurants

For breakfast one day we ate at the **Scaturo's Baking Company & Café** in Sturgeon Bay. They are known for their homemade specialties from cinnamon rolls to pecan rolls. Door County cherries can be found in a variety of baked goods from coffee rings to cherry walnut muffins (www.scatuross.com).

Overlooking Eagle Harbor is the **Old Post Office Restaurant** in Ephraim, featuring fresh whitefish, chicken and ribs, potatoes, onions, cole slaw, homemade breads and cherry pie. Breakfasts include Belgian waffles, homemade coffee cake and cherry muffins.

We ate lunch at **Wilson's Restaurant & Ice Cream**

Parlor in Ephraim, a Door County landmark since 1906, featuring its old-fashioned soda fountain, home-brewed draft root beer, jukeboxes and ice cream specialties like the Cherry Berry Delight, Classic Turtle Sundae, banana split, extra-thick malts, ice cream coolers and more (www.wilsonsicecream.com). If you are going to indulge in a meal, this is the place to go.

Another great place for lunch is the **Top of the Hill Café** in Fish Creek. This quaint restaurant serves a full assortment of deli and specialty sandwiches, burgers, paninis, salads and homemade soups (www.shoppingdoorcounty.com).

The **Country Ovens** is a family owned and operated business since 1987. Country Ovens features Cherry De-Lite products, produced exclusively from famous Door County Grade A Fancy Montmorency Red Tart Cherries (www.countryovens.com).

The **Cookery** in Fish Creek emphasizes sustainability in all aspects. From a newly designed building to the locality of ingredients used in creating menu items, this Door County icon has maintained its original 1977 values, serving delicious homemade dishes to customers such as their famous whitefish chowder (a recipe that has been on the menu since day one!), perch sandwich, seasonal farmers market salad, smashed chickpea salad sandwich, quiche and more (www.cookeryfishcreek.com).

Other excellent restaurants include the **Second Story Restaurant** at Ephraim Shores with its panoramic view of Eagle Harbor; and Door County's garden restaurant, the **Summer Kitchen** in Ephraim, known for its famous soup bar, salads, sandwiches, and homemade pies.

Discover Door County's sweet tooth with pies made the old-fashioned way at **Sweetie Pies**, featuring flavors like cherry (of course!) apple-caramel-walnut, pecan, cherry rhubarb, peach raspberry, chocolate chip cookie pie, berry treasure, Bruise berry and others (www.doorcountypies.com/pies.html).

Then enjoy a coffee tasting at **Door County Coffee & Tea** in Carlsville, Door County's premier coffee roaster,

roasting coffee in small batches to exacting specifications. Be sure to try (and take home!) delicious flavors like cherry creme, bananas foster and raspberry almond or for the coffee-diehards try the bold and delicious black velvet, Columbian supreme or elite espresso (www.doorcountycoffee.com). Next, sniff, swirl and sip at **Simon Creek Vineyard & Winery**, the most modern winery and largest vineyard in Wisconsin - 30 acres (www.simoncreekvineyard.com).



(L/R) Greg "Fuzzy" Sunstrom and Fred Luber of "Fred & Fuzzy's Waterfront Grill" in Sister Bay, Wisconsin.

One evening we had dinner at **Fred & Fuzzy's Waterfront Grill** in Sister Bay. Owner Fred Luber of Sister Bay, Wis., is a pilot and owns a 2007 Pilatus. Greg "Fuzzy" Sunstrom is part owner and manager. The indoor/outdoor restaurant features casual cuisine—like "Fred's Favorite," a scrumptious steak and Bleu cheese sandwich, and the "Three Cheese Deluxe," a grilled cheese sandwich like you've never seen, loaded with provolone, cheddar and swiss—in a tropical atmosphere (www.fredandfuzzys.com). We watched the sunset with a cool cherry margarita, which Fred & Fuzzy's is known for. If you like live bands, Fred & Fuzzy's is the place to be.

A trip to Door County is not complete unless you have been to an authentic **fish boil dinner**, a dining experience found only in Door County. A traditional Door County fish boil features freshly caught Lake Michigan whitefish caught by local fishermen and cooked outside over an open fire, just as it was 100 years ago by the Scandinavian settlers of the Peninsula (www.doorcounty.com/dine/fish-boils.aspx). The fish boil tradition began as an economical way to feed large, hungry groups of lumberjacks and fishermen. Today, fish boils feed large, hungry groups of pilots (see Washington Island Fish Boil Fly-In below).

After dinner one evening, we attended a performance at **Peninsula Players Theatre** in Fish Creek, America's oldest professional resident summer theatre, offering visitors professional artistic excellence, combined with incredible scenic beauty since 1935 (www.peninsulaplayers.com).

There's also the **American Folklore Theatre** with performances outdoors under a canopy of trees and

stars at the Peninsula State Park Amphitheatre (www.folkloretheatre.com).

Accommodations

There are lots of great places to stay at rates to meet everyone's budget, from your typical hotels and lodges, to bed and breakfasts fit for a king and queen. We stayed at the **Evergreen Beach Resort** in Ephraim (www.evergreenbeach.com) and the **White Lace Inn** bed and breakfast in Sturgeon Bay (www.whitelaceinn.com).



The White Lace Inn bed and breakfast in Sturgeon Bay, Wisconsin.

Bonnie and Dennis

Statz have owned the White Lace Inn since 1982 and have meticulously restored a number of 100-plus-year-old homes to better-than-new condition with such modern amenities as hot tubs, gas fireplaces, and satellite television. Another nice bed and breakfast is the **Lodgings At Pioneer Lane** in Ephraim (www.lodgingsatpioneerlane.com). Owner Hugh Muliken is a pilot and aircraft owner. Another pilot and aircraft owner, Martin Franke, owns the **Pine Grove Resort** in Ephraim, one of few remaining resorts that still offer waterfront access and a private beach exclusively for guests. Each room at the Pine Grove Resort has a balcony overlooking Eagle Harbor, and there's an indoor pool and exercise room. For reservations call 800-292-9494 (www.pinegrovedoorcounty.com).

Special Events

A special event in the fall is the **"Pumpkin Patch Fest"** in Egg Harbor the first part of October. The event provides family fun, storytelling for the kids, children and outdoor adult entertainment, sweet corn, pumpkin pie, cider, beer and brats. The **Sister Bay Fall Festival**, held in mid October, features an antique boat show, music and food.

Washington Island

Off the tip of Door County is **"Washington Island,"** known for its annual fish boil, held in mid July, and sponsored by the Lions Club. Washington Island is Wisconsin's largest island (36 square miles) and dubbed "The Crown Jewel" of Door County. The island is located "north of the tension line" (the line marking the halfway point between the Equator and the North Pole). Founded in 1850, the island became home to immigrants



Washington Island Farm Museum.

who established the second oldest Icelandic settlement in the U.S. (www.wisferry.com and www.washingtonislandchamber.com).



Stavkirke on Washington Island.

The French named the treacherous waters separating Washington Island from the Door County Peninsula, “Portes des Morts” or Door of Death. This is where Door County gets its name. One day a group of 350 Pottawatomie Indians tried canoeing between the Door County Peninsula and Washington Island and drowned in the process. Today, you can fly to Washington Island, or cross Death’s Door via ferry.

Upon our arrival to Washington Island, we boarded the **Cherry Train** for a narrated tour of the island and stopped briefly at **The Art & Nature Center**, featuring a working beehive, bird calling station, exhibits and artifacts in a circa 1904 schoolhouse building. The **Farm Museum** showcases life on a Washington Island farm in the 1880s including original buildings moved to the museum site from island locations, and old-time agricultural implements. The **Stavkirke** is a church built by island

craftsmen who incorporated shipbuilding techniques and ancient Norse tradition. The structure lives and breathes like a Viking ship. Another stop on the tour was **Schoolhouse**



A Department of Natural Resources boat departs “Rock Island” for the return trip to Washington Island.

Beach, with its unique distinction of being one of only five beaches in the world with all white limestone “polished” rocks (www.cherrytraintours.com). To get picked up at the airport, call Richard Purinton of the Cherry Train at 920-847-2546.

The airport (2P2) was established in 1935. There is two turf runways: Rwy 14/32, 2230 X 150 feet, and Rwy 04/22, 1300 X 125 feet. Walt Nehlsen is the airport manager. He can be reached at 920-847-2522.

The first aviator on Washington Island was Claude C. Cornell, son of veteran fisherman John W. Cornell of the fishing firm J.W. Cornell & Sons. Cornell owned a cabin-class Stinson, powered by a 125 hp Kinner engine. Cornell received his flight training at Walter Arntzen of U.P. Air Associates of Escanaba, Michigan in 1933.

To reach **Rock Island State Park** across the bay from Washington Island, you board a ferry at Jackson Harbor for a short 15-minute ride to Rock Island. From there you can take a walking tour of this primitive 912-acre pedestrian-only island featuring the **Pottawatomie Lighthouse** (Wisconsin’s oldest lighthouse); stone buildings built by a wealthy inventor who owned the island between 1910-45; and hike 10 miles of trails, a one-mile interpretive trail, and 5,000 feet of beach (www.dnr.state.wi.us/org/land/parks/specific/rockisland/index.html).

Be sure to check the Door County website for a complete calendar of special events and additional information: www.doorcounty.com. □

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Skydivers Descend On Wisconsin Airport

by Merriah Eakins

North Central Regional Director
United States Parachute Association

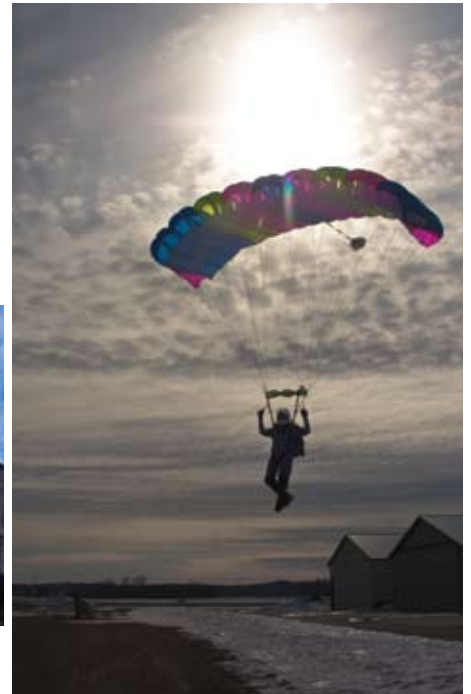
Photos by Nick Halseth



Jumpers board Skydive Superior's Cessna 182 for another skydive.



Corbin Connell, Alissa Olson and Andy Junghans following their jump at the Alpha Boogie.



Debbie Huntington lands her canopy in the frozen field at L.O. Simenstad Municipal Airport, Osceola, Wisconsin.

OSCEOLA, WIS. – L.O. Simenstad Municipal Airport (OEO) was positively buzzing February 19, 2011, with extra activity. A group of 55 skydivers and many more spectators descended on the airport, thanks to the friendly and generous support of the airport commission. This unique event was called the “Alpha Boogie.”

Skydiving is not new to the Osceola area. The St. Croix Valley Skydiving Club existed for many years on a private strip just south of L.O. Simenstad Municipal Airport. The skydivers would frequently use the airport on muddy days, when the grass strip wasn't suitable for safe takeoffs and landings. A tragic mid-air aircraft accident in 1991 took the lives of five of the club members, along with the lives of a flight instructor and his student. The club struggled after the accident, and ultimately closed its doors by 1993.

The club wanted to hold the memorial Alpha Boogie in honor of Pat Quaschnick, Jon Quist, Curt Hostager, and Gary and Kristi Hoffman, their friends who were lost in the crash. Club member Peter Mootz approached the airport commission with his ideas. Initially, the commission expressed some

concerns about traffic, but they were quickly excited about the special event. Commission member Phil Mattison generously stepped up to offer free use of his hangar. Mootz teamed up with Merriah Eakins, a former drop zone brat with the club, and two-time National Skydiving Champion, to complete plans for the boogie.

Mootz secured aircraft from several area drop zones. Skydive Wissota, Wisconsin, and Westside Skydivers, Minnesota, each brought a Cessna 182. Skydive Superior, Wisconsin brought a Cessna 182 and a Cessna 185. Meanwhile, Mootz monitored the list of jumpers planning to attend. Eakins created waivers and load slips for the event, while assembling all of the extra items needed to run a drop zone and a celebration. After months of preparation, the boogie was well planned...now the organizers just had to pray for good weather.

That February Saturday dawned with perfect conditions. Clear below 12,000 feet and light winds promised a huge turnout. Mary Bauer of Skydive Wissota held a pilot briefing, addressing radio procedures and frequencies, spacing of aircraft for the

jump run, skydiver communication, and flight route plans for each jump plane. The pilots announced the jumpers on three separate frequencies: local, pilot-to-pilot, and Minneapolis Center, ensuring that everyone in the area was aware of the jump run timing. Thanks to Bauer's thousands of hours of flight time, and extensive knowledge of running a multi-aircraft drop zone, the pilots handled themselves beautifully.

Hayden Androsky, of Skydive Superior, assisted the pilots by acting as air boss, and keeping an eye on the sky at all times. When the organizers thanked Androsky for his help, he commented, “I love this stuff! The more airplanes, the better!”

By the end of the day, the four aircraft had flown a total of 39 loads, with no conflict to the local general aviation population. The event was a huge success, and the skydivers were all very grateful for the incredible day. The organizers are already considering a similar event in the future. There is a good reason that the Osceola airport is called “Western Wisconsin's Friendliest Airport”! □



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Christopher Roy, Director

Dan McDowell, Editor

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Funding Airports & Aeronautics In Minnesota

by Christopher Roy
Director

In my column in the last issue, I spoke about various airport projects in Minnesota and how the funding comes about, but it is equally important that everyone understands *where* our funding comes from. So I am re-sharing that information with you in order to reduce or eliminate any misunderstanding and confusion about Minnesota's funding.

The Aeronautics Office is funded from the State Airports Fund. The State Airports Fund receives revenue from four principle sources: Airflight Property Tax, Aviation Fuel Tax, aircraft registration, and investment income. This income provides us with the money to provide services to Minnesota's air transportation system and to run the Office of Aeronautics.

The Airflight Property Tax is that tax paid by the airlines in lieu of other taxes on their flight property, such as aircraft and aircraft parts, (Minn. Stat. 270.075(1)).

The Aviation Fuel Tax is the tax applied to each gallon of aviation fuel in a graduated (sliding) formula according to the amount of fuel purchased, (Minn. Stat. 296A.17 (3) (1-4)).

Aircraft Registration: Aircraft owners pay an aircraft registration fee in lieu of other taxes on an aircraft, (Minn. Stat 360.018 subd 1(1)).

Investment income is derived from monies in the State Airports Fund that are invested by the State Board of



Investments. [Minn. Stat. 360.017].

Airport projects may be funded federally if the project meets certain criteria. State money may be available for airport projects. For an airport to be eligible for any state funding, the airport must be included in the state airport system, publicly owned, and open to the public. It must also be licensed by the State, and zoned in accordance with Minnesota Statutes.

The mission of the Mn/DOT Office of Aeronautics is to promote aviation and enhance aviation safety by assuming a leadership role. This is accomplished by providing innovative educational, and technical and financial assistance for developing and maintaining an excellent and safe air transportation system. We do this proudly, for the social and economic benefit of all Minnesota citizens.

Finally, I want to remind everyone that General Aviation is alive and growing. While the various reports one might read indicate a variety of reasons why GA is growing slowly, it is none-the-less growing. The spirit of aviation has not waived during the economic downturns we have all experienced. This spirit can be clearly seen at air events like the one at Oshkosh, Wisconsin, in 2010, where more than 10,000 aircraft flew in, including those that landed at several other eastern Wisconsin airports, for the sole purpose of experiencing Oshkosh!

There were 2,380 showplanes, including 1,106 homebuilt aircraft, 635 vintage airplanes, 374 warbirds, 115 ultralights, 120 seaplanes, and even 30 rotorcraft! Now *that* is aviation spirit!

Please remember to make safety your number one priority as you prepare for the spring flying season. □

Interesting Facts About T-Storms

Spring will arrive (hopefully) in just a few weeks. That arrival brings with it thoughts about the returning birds, the first sweet scents of early spring flowers and new grass, and the first rumbles of thunder. Even though there may still be significant piles of snow left on the ground, it is very likely that thunderstorms will occur in the longer daily hours of sunlight and as the air continues to warm.

So here are some interesting facts about T-storms that you may not have recalled. Please enjoy them and remember to always get a thorough weather briefing before you take off.

Did you know...

- Most thunderstorms move in the direction of the wind flow, through the layer of the Troposphere, however, vertical wind shear can cause some deviation in the storm track at a right angle to the wind shear direction.
- The *average* T-storm has a diameter of up to 15

miles and lives for approximately 30 minutes.

- Approximately 5×10⁸ kg of water vapor is lifted into the atmosphere during a typical T-storm.

- Vigorous cells that develop on the upwind side of a line of storms (most often the southwest or west side) are called back-building thunderstorms.

- Slow moving T-storms that are producing heavy amounts of liquid precipitation can create flash flood conditions especially in urban areas. This is due to the amount of paved over land, and lack of bodies of water and open land that can absorb the heavy rain.

- Thunderstorms are most prevalent in the mid-latitudes, but though rare, can also occur in Polar Regions.

- The Midwest and southern states are home to some of the most powerful T-storms in the U.S.

- About half of the Great Plains' warm season rainfall is brought about by Mesoscale Convective Systems.

- The temperature of an average bolt of lightning can exceed 52,000

degrees Fahrenheit. Ironically, lightning is the direct result of the collision of super-cooled droplets of water with ice crystals at or near the freezing level.

- About 10 percent of thunderstorms are classified as severe – one that produces hail at least three-quarters of an inch in diameter, has winds of 58 miles per hour or higher, or produces a tornado.

- Types of T-storms in Minnesota to watch for: Strong squall line storms with high straight line winds and just ahead of cold fronts in late March, April, May, June, July, August, September and sometimes October. The peak for these storms is May through July.

- Supercell T-storms (storms that produce large hail and tornadoes) in late March, April, May, June, July, August, September, October and November. The peak is late April through May and into early July. June is the most likely month for supercells with tornadoes. Large hail is a more significant risk in August and September due to cooling.

- T-storms with *cold* fronts

are usually in the day along a line, and these storms often decrease in intensity after sunset as daytime temperatures cool.

- T-storms with *warm* fronts are usually more active at night, especially with a low-level jetstream at 5,000 feet or higher from the southwest with winds above 35 mph.

- Stationary fronts *can* produce potent thunderstorms.

EDITOR'S NOTE: Special thanks to Jonathan Yuhas, meteorologist, for his generous input on this article. Besides being a meteorologist on KARE 11 TV in the Twin Cities, Mr. Yuhas teaches Aviation Meteorology at Thunderbird Aviation in Eden Prairie, Minnesota. He is also the driving force for the Minneapolis-based company FlashWarn, a severe weather consulting company. FlashWarn educates and enhances schools and businesses on severe weather training and planning. For more information about FlashWarn, contact: jkyuhas@comcast.net.

This is not an endorsement of any company, organization or person, and is presented here solely for the information, education, understanding, and convenience of the reader. □

Summer ACE Camp

The Minnesota Aviation Career Education (ACE) Camp is specifically designed to introduce high school students to a variety of careers in aviation via a full immersion, seven-day camp. The Federal Aviation Administration and Mn/DOT, Office of Aeronautics, jointly sponsor this highly successful program. In fact this summer will be the 19th year this camp has been inspiring students to look toward careers in aviation!

The camps are held about the third week of June and July. During each camp, students have the opportunity to fly a helicopter, glider, a fixed-wing general aviation airplane, a full-motion flight simulator, and (if

mission requirements allow), ride in a C-130 military aircraft. But that's not all.



In addition, ACE students will participate in tours of various aviation facilities, and meet with industry experts and leaders.

Many aviation professionals come to the camp to share their time and

experiences with the students. Time is also spent working on various projects and presentations for the graduation ceremony on the last day of camp.

If you know a young person going into 10th, 11th, or 12th grade next fall who would be interested in attending the Minnesota ACE Camp, please feel free to contact Cheri Rohlfing, ACE Camp Director, at y02acrohlfing@aol.com, or find a camp application at <http://www.dot.state.mn.us/aero/aved/students/aceinfo.html>.

Applications will be accepted past the due date on a standby basis if there are slots remaining. This is a once in a lifetime opportunity to experience the behind-the-scenes look at aviation and all it has to offer! □

Student Starts & Pilot Retention

by Jim Hanson

EDITOR'S NOTE: Flight instructor, fixed base operator and airport manager, Jim Hanson of Albert Lea, Minnesota, responded to the article "What We Can & Cannot

Do To Increase Our Pilot Numbers" (*Midwest Flyer Magazine*, February/March 2011) prior to the release of AOPA's research intended to determine why student pilots do not complete their training and obtain their pilot certificates.

PREFACE: While the sheer futility of the numbers is alarming, the study conducted by the Aircraft Owners & Pilots Association (AOPA) is just the first step in finding ways for flight schools to develop programs designed to keep students from walking off the ramp, never to return.

AOPA commissioned a research firm, APCO Insight, to conduct the research, and what they found sounds familiar



Jim Hanson

to all of us in general aviation, while at the same time providing some key distinctions between conventional wisdom on the subject and the objective facts, as reported by more than 1,000 students and instructors on the factors that helped determine if student pilots would stick with the program or not. The results will be used to create a series of programs designed to provide flight schools real solutions to keeping students enrolled and flying. The programs will begin soon, with their launch spread out through 2011.

I found, perhaps most interesting, that the "cost" of learning to fly, while important, wasn't the most important factor in student retention by a long shot. The "perceived value" of that training, on the other hand, was crucial to the equation, as was the "quality" of the instruction, the sense of "community" offered the students, and the "relationship" between the student and the instructor. AOPA is planning to conduct a dozen meetings in six different U.S. cities to share the results of the study. The organization also plans to relaunch its newsletter, *Flight School Business*, which will communicate to flight schools and instructors strategy for retaining pilots. It also plans later this year to launch a series of online tools to spread the word and provide tools to student pilots and their instructors.

There has been much hand-wringing lately about maintaining the pilot population. Not only are student starts down, but a reported 80% of those who DO start flying drop out for one reason or another. In the 48 years I've been flying (including 36 years in the FBO business), I've heard many of the same excuses used time after time. They include:



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1. "It costs too much."
2. "The instructors are just time-building so they can move on to the next job."
3. "The airplanes are old."
4. "Students don't feel that they are getting a professional education."

Take a number—and let's address these issues—and some possible solutions.

"It costs too much." I reject this argument right out of the chute—almost every would-be pilot knows what it costs when they signed up—and those who drop out AFTER receiving the certificate certainly know what it costs them. This tired old excuse has been around since the Glenn Curtiss School of Flying, when flight lessons were *"a dollar a minute for a 400-minute course."* Aviation—and flight training—have ALWAYS been expensive, there's no denying it. Kathleen Winter's excellent book on Amelia Earhart says that flying lessons in 1920 "took from five to 10 hours, and costs \$1,000." Trainers at the time tended to be war surplus "Jennys." The first affordable airplane was the Aeronca C-2, with a purchase price in 1929 of "under \$2,000." The price of training planes came down in the 1930s with the advent of the Piper Cub with a price of just under \$1,000 new by 1938. This was in an era when the average annual wage in 1925 was \$1236. In other words, it cost between a one and two-year's salary either to buy a light plane or to learn to fly. What did the student receive for this sum? Five to 10 hours of "instruction." I recall listening to famed Winona, Minnesota aviator Max Conrad, who also resorted to buying flight time by the *minute!*

One thing we SHOULD be sure to do...break down the cost in advance, so the student knows what to expect. I like to break it down into bite-size, affordable bits: the cost to solo, post-solo prep, cross-country, and pre-checkride prep. New students usually are amazed that they can get to the point of flying an airplane by themselves for less than \$2,000.

The takeaway: Flying has always been expensive, even more so than now, but pilots have always found ways to overcome it. Almost anyone reading this article can relate to that...few of us had unlimited money to learn to fly, but we found ways to do it, because we wanted to.

"The instructors are just time-building so they can move on to the next job." Flight instruction has always been a stepping-stone to better aviation jobs. It doesn't pay well. Compare the pay of a flight instructor with what is charged by an electrician, plumber, car mechanic, or the guy that fixes your copier. Why is that? Is it because prospective pilots feel they shouldn't have to pay an instructor for something they do for fun? The reality is, most aspiring pilots are NOT willing to pay extra for excellent instruction.

Part of the problem is that the would-be pilot has no frame of reference to determine who is or is not an excellent instructor. Several industry groups have attempted

to set higher standards than the FAA minimums for flight instructors, and few have succeeded in attracting more students and better pay for instructors. *Individual instructors succeed by word-of-mouth. I'll give you an example:*

A friend of mine operated a soaring FBO, giving rides and flight instruction. Like most new FBOs, he charged what everybody else was charging, afraid that if he charged more, he would lose students to nearby glider flying clubs. I counseled him: *"You are the most prolific author of glider books in the world (22 in print). You are under contract with the Federal Aviation Administration and National Transportation Safety Board (NTSB) to teach their people about glider flying. You do glider CFI clinics. You are an accomplished public speaker. You should be charging more than the part-time CFI. Consider this: A prospective glider pilot has a choice. He can learn at a local club, but he will be restricted to the hours that certified pilots don't want to fly – early morning and late afternoon. He will have to round up a tow pilot, wing walker, a CFI, and will have to reserve the glider. When he gets to the field, he will have to walk the glider out to the flight line, and put it away afterward. The student will only receive 20-25 hours of dual instruction to receive the Glider Private Pilot rating. The cost of the CFI is \$20 at the glider club—or \$400 to \$500 total to the CFI—and it will likely take him a couple of years to obtain the rating. Contrast that with your operation. All the student needs to do is to phone and schedule a lesson. The tow pilot, CFI, and glider will be waiting for him. If you charge DOUBLE what the club charges (\$40 an hour), the student will pay only \$400-\$500 more for his rating by flying with you. Let me state it another way. **It costs only \$400 extra to fly with the leading glider instructor in the world, compared to one that does it part-time, at best, and the student will get the rating in one season, instead of two. That's good value!"***

My friend went on to run a very successful glider operation. He made sure that all students were made to feel welcomed and appreciated. He made sure that he delivered on his "good value" promise – aircraft and instructor were ready when promised – he gave students his undivided attention, and he charged accordingly. The lessons here:

- Charge what you need to charge.
- Give the customer good value for his money.
- Differentiate your operation from the competition... tell the student why you are better.
- Make the customer feel special.

I've had any number of people tell me that "aviation is different from any other business." It's not. These same precepts apply to *any* business. Aviation is only different because we all tend to teach as we learn.

Almost all industries have a "farm club." People *start out* in entry-level positions, but that doesn't mean that they are somehow less worthy. It also doesn't mean that they have to *stay* in those positions. No matter how much you

pay a CFI, they will likely move on. That's okay! FBOs should train their CFIs to handle customers as they would like to be handled, and should make every effort to ensure that the customer receives value in excess of the mandated minimum.

We've had something over 300 instructors in my associated businesses over the years, and most of them fly for airlines, corporations, specialty operations, or government today. We trained them, used them, encouraged them, and even helped them to move on to a better job. We're proud of our former employees, and many of them keep in contact to this day. Most of them gave as good as they received from us when it came to service. That's good business.

The takeaway: Don't look down on the CFI. He/she is just as excited as the student at the prospect of having fun or a career in aviation. They are your partner. Like ANY good partnership, be sure to pick the partner that shares your goals and values when it comes to aviation. Don't equate their transitional job as being disinterested in teaching you to fly. After all, they are NOT in it for the money!

"The airplanes are old." Yes, we would all like to learn in new airplanes, and we can, *if we are willing to pay for them*. The reality... new pilots can't differentiate between old and new airplanes. Every once in a while, airplanes evolve into readily identifiable technologies: a monoplane *looks* more modern than a biplane, for example; a metal airplane *looks* more modern than a fabric airplane; a composite airplane *looks* more modern than a metal airplane; an airplane with a nose wheel *looks* more modern than a tail wheel; a glass panel *looks* more modern than a gyro panel.

A new Warrior or Skyhawk looks pretty much like its 30-year-old brother, and students don't see *value* in paying for a newer airplane. A general rule of thumb in the aviation

business is that a new GA airplane has to rent for approximately 1/10 of 1% of its cost to cash flow the acquisition, financing, insurance, hangar, depreciation, and fixed and variable costs. That means that a new Skyhawk with a retail price of \$285,000 would have to rent for about \$285 an hour. Compare that to the average rental of \$110 for a good used Skyhawk, and few people will pay the extra cost. That doesn't mean the airplanes have to LOOK the part, though, with dirty or worn interiors or maintenance issues.

"How about Light Sport Aircraft for trainers?" you may ask. They have been predicted to be "game changers" in the student training business, but using that same rule of thumb, a \$140,000 new S-LSA would have to rent for \$140 an hour. Will people pay the extra \$30 an hour over an older four-place airplane in order to fly a "newer" airplane? The vote is still out on that. There are few operators of both LSAs and "legacy aircraft" from which to make a comparison.

My own feeling, many LSAs are perfectly fine personal aircraft, but will not stand up to the rigors of flight training (see *Aviation Consumer*). Some, like the PiperSport and Jabiru, were built for flight training by "downsizing" from heavier aircraft. These aircraft have the heavier landing gear and structure to handle student training. I believe that Light Sport and "conventional" training aircraft are two different aircraft for two separate and distinct markets. Those pilots interested in flying Light Sport Aircraft will learn in LSAs, and those who aspire to faster or more capable aircraft will continue in "conventional" trainers. We shouldn't be surprised. After all, the FAA set the *parameters* for each class, and aircraft were *designed* for each class. Given those guidelines, why would we expect anything different?

The takeaway: Most people don't care about the age of the airplane, but they DO care about the safety and the appearance of

the airplane. Our training airplanes should look the part. Whether LSA or "conventional," they may be utilitarian, but they should convey an image of safety. After all, how many people either know or care what year the DC-9 is they are riding in when flying commercially (most would be shocked to learn the age and total flight hours), as long as the aircraft looks good?

"Students don't feel as though they are getting a professional education."

There are those students who equate "bigger is better;" that the *larger* an institution is, the *better* it must be. They equate physical facilities, rules and regulations, and the stamp of "government approved" with quality. Those of us who have been around the pattern more than a few times realize that isn't true. Most flight training facilities located on airports are leased, not owned. Most of us know that hidebound rules and regulations don't make a good pilot; they are instituted as a "checklist" to make sure that all elements of flight training are covered. Similarly, just because a training facility is "government approved" (Part 141), doesn't necessarily make it better.

Given the fact that students have no basis for comparison, you have to "sell" yourself, just like any salesman for any other industry. You have to convince the prospective student that your business is the best value (there's that word again) for the student.

- If you are a Part 61 operator, tell the student the difference between Part 141 and Part 61. You needn't be disparaging to the 141 school, but emphasize that you BOTH operate under the Federal Air Regulations. Tell the student the advantages of BOTH, but emphasize how your operation has flexibility to change lesson plans based on weather or student needs, and that though a Part 141 operation *may* be able to license a Private Pilot in less time, that rarely happens. An honest discussion of the FAR requirements will go a long way in eliminating any doubts about the

relative merits of the two FAR parts, and you will gain credibility with the student by giving a fair assessment.

- Show the prospective customer around your facility. Point out aircraft in for required checks. It will go a long way to making them feel confident that your operation is indeed professional. Take a tip from the auto salesman; invite the prospective student to sit in the airplane, while you point out instruments and talk about its capabilities. The student will feel more at ease with you and will mentally make the jump from “can I really do this?” to imagining him or herself flying this very aircraft. An axiom of the auto trade: the more time you can get the prospective buyer to spend time with you in *your* environment (the car or airplane), the better your chances of clinching the sale.

- Many people have a fear of passing the written test. Explain your ground training program and your syllabus; it will go a long way towards reassuring the prospective pilot. If you have a written testing center, show it to the prospective student.

- Give references. One of the best references is a *nicely done* (not haphazard) montage of photos of students that have completed the course. With one visual, it tells

the student that a) You have done this before. b) Others have already succeeded. c) You are proud of your students. d) The student can already imagine his picture on the wall! (*Do I have to mention that references given should be pre-qualified?*)

- Overcome objections. “*You don’t have a university connection?*” Emphasize that the FAA written exam and certificates are the final examination for most colleges, and that many colleges with aviation programs will recognize a valid FAA pilot certificate for college credit in an FAA program. “*Wouldn’t I be better off in a large flight school?*” Emphasize the personal instruction, the ability to stay with one instructor, that at many small schools, you save money because you are usually “number one for takeoff” instead of burning tach time waiting for a clearance. A good salesman can counter nearly every objection.

- Have a goal. Every salesman has a goal. Mine is “NO QUALIFIED PROSPECT leaves the place without *something* in hand.” Here they are, in descending order: a) A commitment to pursue flight lessons. b) A scheduled demo flight. c) A ground school course. d) Brochures on learning to fly at your location, not generic ones.

The takeaway: You may not

be able to go toe-to-toe with the big flight training operations, but you CAN tell your own story, with emphasis on why YOUR operation is the best place to learn to fly. This is nothing new; it’s just old-fashioned salesmanship.

EDITOR’S NOTE: In the next issue, Jim Hanson will look at what works, and what does not work to remedy the problem of student retention.

The entire text of this article is posted at www.MidwestFlyer.com.

Jim Hanson is the long-time fixed base operator at Albert Lea, Minnesota. He has run multiple FBOs, and is rated in airplanes, helicopters, gliders, balloons, single and multi-engine seaplanes, and six types of jets. He has owned 538 airplanes in his 48 years of flying, and has no accidents or incidents in his 30,000 hours aloft. Jim recognizes that these statements may not sit well with some members of the aviation community, but they are offered as part of a dialogue with national aviation organizations to help stop the erosion of student starts and pilot dropouts in promoting aviation. Jim says, “The best part about getting old is that you don’t care WHO you offend!” If you’d like to give him a piece of your mind, you can contact him at jimhanson@deskmedia.com.

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SPORT PILOT – LIGHT SPORT AIRCRAFT



Light Sport Aviation Accidents Grow In Six Categories... Pilot Presentations To Focus On LSA Safety

by Ed Leineweber

According to the FAA, although the accident/incident rate for sport pilots remains very close to the overall rate for general aviation operations under Part 91, incident and accident reports for sport pilots and light sport aircraft show increasing trends in the following six areas: loss of control; first flight; transition; power loss; maintenance; and airport selection.

Ron Wanttaja, a well-known independent aviation accident analyst, noted in a recent *Kitplanes* magazine article that while only 18% of all U.S. aircraft accidents result in fatalities, the homebuilt aircraft fatal accident rate is about 25%. Ron's analysis of the primary causal factors told a familiar story: maneuvering at low altitude; VFR into IMC; fuel mismanagement; and inadequate preflight inspection.

The FAA, now conducting its second annual "Safety Standdown," is pursuing four themes: positive flight (mental) attitude; going

beyond preflight; en route cruise; and maneuvering flight. *Notice any pattern here?*

If you do, you are well on your way to anticipating the subject matter of a series of presentations to pilot groups I will be making this year as a member of the Wisconsin FAA Safety Team.

We will be exploring what can be learned from accident statistics as well as specific mishaps of the past,

amateur-built and Experimental Light Sport Aircraft (E-LSA), and on flight testing and first flights (even as a second or subsequent aircraft owner), transition training to unfamiliar aircraft, basic stick-and-rudder skills, preflight preparation, and in-flight aeronautical decision-making.

This two-hour presentation will be available *free of charge* to any EAA chapter, flying club, pilot organization or flight training operation that would like to have me show up and facilitate a mutual learning experience. While the backbone of the presentation will be an FAA PowerPoint on "Sport Aviation Safety," additional information will be incorporated, gleaned from many other sources, including on-going discussions with pilots, maintenance technicians, flight instructors, FAA personnel and others. It should be a great opportunity to focus on safety in a positive, productive, enjoyable format.

As they say, safety is no accident. Serious attention to accident prevention can yield life-saving dividends.

EDITOR'S NOTE: Pilot groups interested in scheduling this program should contact Ed Leineweber at edleine@country-speed.com, or by calling 608-604-6515. □



Ed Leineweber



Low-altitude aerobatics, low-altitude stalls, descent into terrain, and collision with obstacles, in that order, account for almost all of the causes of fatal accidents in homebuilt aircraft attributed to pilot judgment errors.

discussing strategies and procedures to avoid becoming a statistic ourselves, and teaching each other what we have learned over our years of building, maintaining and flying light aircraft. Particular emphasis will be on experimental aircraft, including

When Can I Fly Again – A Small Correction

by Dr. John Beasley, M.D.

Aviation Medical Examiner
Professor Emeritus and Clinical Professor
Department of Family Medicine
University of Wisconsin - Madison

The other day I had the aeromedical equivalent of a ramp check by a very nice guy (really!) from the FAA Great Lakes Regional Office in Des Plaines, Illinois.



Dr. John Beasley

I guess I did okay as he didn't tear up my Aviation Medical Examiner (AME) Certificate, but I found out that I had made an error in what I had written a few months ago regarding flying after Lasik refractive surgery. I thought that life was fairly simple and once you could see, you could go. I wrote: "Basically, once things have stabilized and if there are no complications and any residual refractive error is corrected by glasses, then you are good to go." Well, I was almost right – except for the paperwork. An FAA Form 8500-7 filled out by your eye-doc is required as you can see below:

"The FAA requires that civil airmen with refractive surgical procedures (e.g., PRK, LASIK) discontinue flying until their eye care specialist has determined that their vision is stable and there are no significant adverse effects or complications. The airman should submit one of two documents to the FAA (a report from their eye care specialist or "Report of Eye Evaluation" [FAA-8500-7]). These reports can be submitted directly to the Aerospace Medical Certification Division when released from care, or to their Aviation Medical Examiner during their next flight physical. This report should state:

"... that the airman meets the visual acuity standards and the report of eye evaluation indicates healing is complete, visual acuity remains stable, and the applicant does not suffer sequela, such as glare intolerance, halos, rings, impaired night vision, or any other complications. . . ." (Guide for Aviation Medical Examiners, July 2005).

The situation is essentially the same after cataract surgery. Here the FAA statement is:

"The Examiner may issue a certificate after cataract surgery for applicants who have undergone cataract surgery with or without lens

(es) implant. If pertinent medical records and a current ophthalmologic evaluation (using FAA Form 8500-7 or FAA Form 8500-14) indicate that the applicant meets the standards, the FAA may delegate authority to the Examiner to issue subsequent certificates."

So the short word is that yes, when you can see okay, you are good to go, but you need to have your eye-doc fill out one of the 8500-7 forms first. The good news is that as I read this, you don't need to bring it to your AME until the regular time of the next physical and you can fly as soon as your eye doc says you can. And yes, I do have some of these forms in a drawer somewhere. Now, if I can just find them... □

PEOPLE IN THE NEWS

Tragedy Strikes Franklin, Younkin Family Again; Aviation Community Rallies To Aid

Kyle Franklin and Amanda Younkin Franklin, a young husband and wife wingwalking team, were seriously injured following an accident at the Air Fiesta 2011 air show in Brownsville, Texas, on March 12. Both received serious burn

injuries when Kyle, who was the pilot of the aircraft, performed a forced/emergency landing following an

engine failure in his highly-modified Waco biplane.

The engine failure occurred while Amanda was on the top wing of the aircraft. As Kyle maintained a wings-level



Kyle & Amanda Franklin

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attitude to avoid stalling, Amanda was able to climb off the wing and back into the front cockpit of the aircraft seconds before impact. Both are now being treated at the U.S. Army's Brooke Army Medical Center in San Antonio, Texas. Kyle is listed in stable condition. Amanda is in critical condition and her recovery and rehabilitation process is likely to take many months. Amanda is also suffering from numerous broken bones.

Kyle's father, Jimmy Franklin, and Amanda's father, Bobby Younkin, were both killed on July 10, 2005 when they were involved in a fatal mid-air collision while performing together at the Saskatchewan Centennial Air Show in Moose Jaw, Saskatchewan. Kyle and Amanda, who had known each other since childhood and were

dating at the time of their fathers' accident, were married just a few months later in October of 2005. They have been performing their wingwalking act together since the summer of 2009.

Jimmy Franklin was widely recognized as the most naturally talented pilot to ever perform at air shows. He revolutionized air show entertainment when he strapped a General Electric J-85 jet engine to the bottom of his black Waco biplane. Bobby Younkin flew a wide range of aircraft during his air show career, including a Learjet 23. Both performers are recipients of the prestigious "*Bill Barber Award For Showmanship*."

To help ensure that Kyle and Amanda Franklin are able to focus on the difficult challenges of recovery, you can make a donation online to the "Moonlight Fund," at www.moonlightfund.org and specify the **Kyle & Amanda Franklin Fund**. You can also send a check to The Moonlight Fund, PO Box 1299, Bandera TX 78003. The Moonlight Fund is a 501(c)(3) non-profit organization that provides 24/7-assistance to burn survivors and their families in their hour of need. Any contributions made must be to the "Moonlight Fund" to qualify as a tax deduction.

Thank you!

*Dave & Peggy Weiman
Midwest Flyer Magazine*

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FAA Presents Wisconsin Flight Instructor of the Year Award



Pete Aarsvold

(L/R) William K. Law, Great Lakes FAA Safety Team Program Manager, presents the Flight Instructor of the Year Award for Wisconsin to Harold Green of Morey Airplane Company, Middleton, Wis. The award is part of the FAA/Industry Collaboration honoring the most outstanding individuals that serve aviation and aviation safety. Green was awarded the plaque on March 17, 2011 during one of the FAA's CFI workshops in Middleton, Wis. Green is also a recipient of the Wright Brothers Master Pilot Award for over 50 years of safe flying.

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Wisconsin's Involvement In The International Aviation Art Contest

by Nicole K. Wiessinger

The Wisconsin Bureau of Aeronautics participates in the International Aviation Art Contest, which is intended to motivate and encourage young artists to participate in and become more familiar with aviation, science and engineering. The contest is sponsored in part by the National Association of State Aviation Officials (NASAO). The theme this year was, "50 Years of Human Space Flight."

Students between six and 17 years old were invited to submit their artwork that captures the excitement, activities and possibilities in the world of aviation. This year the Wisconsin Bureau of Aeronautics received over 65 pieces of artwork for the 2011 International Aviation Art Contest. Entries were judged in three age brackets; 6-9, 10-13 and 14-17 years old.

Entries in each age group were judged by the Wisconsin Bureau of Aeronautics staff on January 19, 2011, and state winners and runners-up were selected. Winners received a certificate and recognition from the State. The top three entries in each age group were forwarded to Washington D.C., where they were judged in the national competition. In Wisconsin, entrants earning first place in each category received their choice of an airplane flight for themselves and a guest or \$100 in art supplies. Second place winners received \$75 in art supplies and third place winners received \$50 in art supplies. The top three pieces of art will be displayed at Wisconsin's State Capitol from June 13th to June 24th of this year.

At the national competition, first, second and third place winners were selected from each age group. All

national winners received certificates, ribbons and a framed reproduction of their artwork. The United States national judging took place the week of February 7, 2011. Several Wisconsin entries have placed in the top three nationally over the years of participation. This year, the national winners came from Minnesota, New Mexico, New Jersey, California, Nebraska and Texas.

The first, second and third place national winners in each age group will be forwarded to Fédération Aéronautique Internationale (FAI) headquarters for international judging. Winners of the international competition will receive certificates and gold, silver or bronze medals.

For more information about the art contest, contact Nicole Wiessinger at 608-266-8166 or email nicole.wiessinger@dot.wi.gov.

Junior (ages 6-9):



1st Place - Isabelle Craig
St. Thomas Aquinas
Waterford, WI



2nd Place - Myah Louise Nelson
Unity School
Balsam Lake, WI

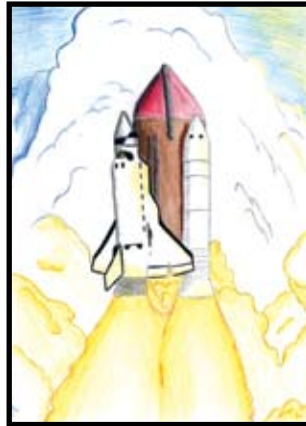


3rd Place - Kendall Salter
Forest Lane Elementary
Montello, WI

Intermediate (ages 10-13):



1st Place - Danielle Hawi
Carl Traeger Middle School
Oshkosh, WI

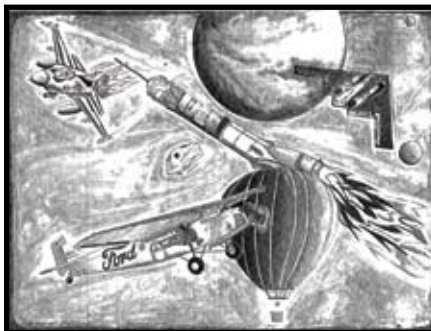


2nd Place - Morgran Heuvelman
Albany Schools
Albany, WI



3rd Place - Becca Maciosek
Arcadia Elementary
Arcadia, WI

Senior (ages 14-17):



1st Place - Peter Heinzl
Aquinas High School
La Crosse, WI



2nd Place - Abigail Kramer
Arcadia High School
Arcadia, WI



3rd Place - Seamus Murray
Aquinas High School
La Crosse, WI

Nicole Wiessinger

Aerospace Education Manager
Wisconsin Department of Transportation
Bureau of Aeronautics

Nicole Wiessinger joined Wisconsin's Department of Transportation, Bureau of Aeronautics in December 2010 as the Aerospace Education Manager.

In her position, Nicole serves as the state's program manager for the Aviation Career Education (ACE) program, providing technical expertise and oversight to create training and apprenticeship opportunities associated with aviation careers for socially and economically disadvantaged youth. The ACE program is currently housed at General Mitchell International Airport

in Milwaukee, Wisconsin. Each year, 35 interns are hired as limited term employees by employers such as the 128th Air Refueling Group, Signature Flight Support and Transportation Security Administration (TSA). ACE students engage in educational and leadership opportunities throughout the seven-week internship.

Nicole also manages the statewide Aviation Education program, which is in a period of revitalization. The Aviation Education program currently promotes youth aviation/aerospace education through programs such as Flightlink, Rockets for Schools, and the Aviation Art Contest. Nicole is working to develop innovative and comprehensive programs in education focusing on the air transportation and aerospace industry. She is developing

accessible resources and programming for Wisconsin's youth to further interest and participation in the field of aviation. Nicole also serves as the institutional representative for the Wisconsin Space Grant Consortium.

Nicole Wiessinger has a Bachelor's Degree in Education from Edgewood College. Before accepting her current position Nicole was teaching high school science in New Orleans, Louisiana. She has also served as a manager for the Early Head Start and Head Start programs for a five-county region in Wisconsin. Nicole currently lives in Verona, Wisconsin, with her family.

For questions regarding aviation education please email Nicole Wiessinger at nicole.wiessinger@dot.wi.gov or call 608-266-8166. □



WATA *Difference*

WISCONSIN AVIATION TRADES ASSOCIATION

National Aviation Trades President Meets With FBO Management & Tenants



(L/R) NATA President Jim Coyne and Wisconsin Aviation President Jeff Baum.

MADISON, WIS. – Jim Coyne, President of the National Air Transportation Association (NATA) flew his Beechcraft Baron to Wisconsin Aviation, Inc. at Dane County Regional Airport, March 9, 2011, to share with tenants and management what's happening in Washington, and to answer questions.

***Coyne said
that the industry needs a
"club social setting"
to create and retain
interest in flying.***

NATA's president since 1994, Coyne has visited close to 1,000 FBOs and aviation service businesses across the country. He also regularly presents the viewpoint of the industry before congressional committees, the Federal Aviation Administration, Transportation Security Administration, and other federal agencies. The former U.S. Congressman works closely with NATA members across the country, as well as with the other aviation associations in Washington. In recent years, he has worked to develop strong relationships with pro-business, and pro-aviation governors and state legislators. Local aviation issues are equally important, he feels.

Jim Coyne serves on an airport commission and regularly helps airport managers and commissioners understand the importance of the businesses on their airports, and general aviation users and tenants. His efforts have led to the creation of

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aviation advocacy groups at airports across the country.

Coyne urged tenants and management to write to Representative Tom Petri (R-Wisconsin), who is chairman of the Aviation Sub-Committee, and urge him to do whatever he can to stimulate flight training, help encourage businesses to use air transportation, and protect and maintain our airports.

"We need an airplane power campaign for people to use airplanes as tools to grow business, the same as the telephone industry created a phone-power campaign to use telephones to grow business," said Coyne. "We (also) need partnerships between government (airport management) and private industry (fixed base operators) to realize profit in the industry."

Coyne was just in Duluth, Minnesota the day prior where he met with Dale Klapmeier of Cirrus Aircraft Design. Klapmeier told Coyne that the Chinese, which has offered to buy Cirrus, is committed to staying in Duluth, and sees general aviation expanding in China. Coyne said that there are presently only 50 private aircraft owners in China, and the Chinese government expects this number to grow to 100,000 in the next 10 years. "But regulations have to change in China, first," said Coyne.

Commenting on the 70-80 percent student pilot dropout rate presently in the United States, Coyne feels that it is attributed to a combination of lack of time and commitment on the part of the student, and cost and competition with other activities. "Flying was once a career path to the airlines, and that's not there now," said Coyne.

Coyne noted the 1960-like training experience many flight schools still have, and the lack of enthusiasm on the part of fixed base operators, are contributing factors.

"We need a club social setting to create and retain interest in flying," said Coyne, who related the importance of flying clubs to aviation as motorcycle clubs are to Harley-Davidson USA. "We also need flying destinations and maps and courtesy cars when pilots get somewhere," said Coyne.

Commenting on the future of 100LL, Coyne feels there needs to be more research and an alternate fuel before the Environmental Protection Agency (EPA) will ban it. "We need a drop in replacement fuel, not a third fuel," said Coyne. "And we need an economically viable alternative fuel, and it will be a long time before we get it."

Coyne believes that the rules the Transportation Security Administration (TSA) came out for general aviation were "insane," and is pleased that the rules are being revised. The new large aircraft security rule will be coming out later this year and will be more reasonable.

Concerning Light Sport Aircraft, Coyne does not believe they have a serious future, "and I am sad to say this...I wished they did." He noted that LSAs have had a lot of hype, but they are too limiting and won't meet the industry's expectations. Grant Goetsch of Wisconsin Aviation, Inc., said that he believes that LSAs and the Sport

Pilot Certificate has opened the door to aviation for many people who would not have otherwise entered, because of less flight training requirements.

As a member of his airport commission in Martha's Vineyard in Virginia, Coyne is concerned with regulations that waste money. He sighted a \$6 million airport development project at his airport to move 300 feet from one end of the runway to the other end. "You'd think that if they needed to extend the runway on one end, they would have left the original 300 feet on the other end, but they didn't," said Coyne. "They cut it off!"

As for the modernization of the air traffic control system, Coyne said, "Rather than call it 'NextGen,' they should call it 'WhichGen?'" because the project has taken so long. He questions the benefits of NextGen for general aviation, and expects it will be a long time before general aviation sees any benefits. "Airspace congestion is mythology, and only concerns seven or eight areas of the country," said Coyne.

From Wisconsin, Coyne flew to Illinois to meet with fixed base operators there before flying back to Washington, D.C. □

WATA DIFFERENCE CONTINUED ON PAGE 62

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**NOTAM: Pilots, be sure to call ahead
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charts for navigation and not calendar
listing information**

Midwest Flyer Magazine is not responsible
for accuracy of information published.

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

APRIL 2011

- 1-3 **LAKELAND, FLA.** - Sun 'n Fun Fly-In.
www.sun-n-fun.org
- 2* **OSHKOSH (OSH), Wis.** - EAA Chapter
252 Steve Wittman's Birthday Celebra-
tion Birthday - 7:30-11am. All you can
eat Pancake Breakfast. 920-426-1854.
- 9* **BROOKINGS, S.D.** - SDSU Aviation Fly-In
Pancake Breakfast - 8am-Noon.
- 9* **SAVORY (CMI), ILL.** - Pancake Breakfast
at the University of Illinois-Willard
Airport - 7am-1pm. 630-338-7880.
- 13-14 **GRAND RAPIDS, MINN.** - Minnesota 2011
Airports Conference at Sugar Lake
Lodge (1-800-450-4555
www.sugarlakelodge.com) Contact
MnDOT - Judy Meyers at
651-234-7232, 1-800-657-3922 or
judy.meyers@state.mn.us
- 16 **ST. CLOUD (KSTC), MINN.** - St. Cloud
Airport Day Community Outreach and
Fly-In - 10am-1pm. Sponsored by
SCSU Aviation Ambassadors at St.
Cloud Airport. Lunch served by SCSU
Flight Team. Activities for kids! Contact
Jessica Miller at 320-296-5200.
- 16* **WAUSAU (AUW), Wis.** - WFS Tailwheel
Clinic - 9-11am. To be held at Wausau
Flying Service, Inc. It is free and
designed for aspiring tailwheel pilots.
John P. Chmiel, "Practicing the Art of
Flight" at the Wausau Downtown
Airport. 715-845-3400.
taildraggerflyer@yahoo.com
- 18 **MINNEAPOLIS, MINN.** - Proposed changes
to Minneapolis Class B Airspace public
meeting 2-4pm at MAC General Office,
6040 28th Avenue South.
- 19 **MINNEAPOLIS, MINN.** - Proposed changes
to Minneapolis Class B Airspace public
meeting 8-11am at FCM InFlight Train-
ing, 10000 Flying Cloud Drive.

- 20-21 **WEST DES MOINES, IOWA** - Iowa Aviation
Conference at the Sheraton West Des
Moines Hotel. For more information,
visit [www.iowaairports.org/conference/
index.htm](http://www.iowaairports.org/conference/index.htm).
- 21 **ST. PAUL, MINN.** - Proposed changes to
Minneapolis Class B Airspace public
meeting 7-9pm at STP Army National
Guard, 206 Airport Road.
- 22 **ST. PAUL, MINN.** - Proposed changes to
Minneapolis Class B Airspace public
meeting 7-9pm at MAC General Office,
6040 28th Avenue South.
- 30 **BLOOMINGTON, MINN.** - Minnesota Avia-
tion Hall of Fame (MAHF). Held at the
Ramada Thunderbird Hotel. Tickets are
\$45.00 per person for the banquet. For
more info go to mnaviationhalloffame.org.
Deadline is April 15th.
- 30* **CRYSTAL (MIC), MINN.** - Club Cherokee
Open House. www.clubcherokee.com
for more info. 763-536-5991.

MAY 2011

- 1* **ROCKFORD (RFD), ILL.** - Pancake Break-
fast - 7am-Noon. At Courtesy Aircraft
Hangar. 815-877-8849.
- 2-4 **GREEN BAY, Wis.** - 56th Annual Wisconsin
Aviation Conference at the Hotel Sierra.
www.wiama.org
- 5 **WEST CHICAGO, ILL.** - CABAA Safety-
Stand Down! The Chicago Area Busi-
ness Aviation Association is holding a
Business Aviation Safety meeting at
the Hilton Garden Inn across from the
DuPage Airport. For more info contact
David Coleman 847-249-8557 or
dcoleman@airbpaviation.com
- 6-8 **BRAINERD, MINN.** - Minnesota Seaplane
Pilots Safety Seminar at Madden's
Resort on Gull Lake (800-642-5363).
www.mnseaplanes.com.
- 7* **WEST BEND (ETB), Wis.** - Breakfast of
Burritos & Daily Specials - 7-10am.
- 8* **EDEN PRAIRIE, MINN.** - Pancake Breakfast
at ASI Jet Center - 9am-1pm.
- 14* **SPARTA (CMY), Wis.** - Lumberjack
Breakfast - 7-11am at the Sparta-Fort
McCoy Airport. Rain or Shine.
608-269-4340 ext 228.
- 14* **BOWSTRING (9YO), MINN.** - Lunch & great
camaraderie - Noon-?. 218-743-6175.
www.eaachapter1446.
- 14* **ELKHART (EKM), IND.** - Pancake
Breakfast - 8am-Noon. Just west of
control tower.
- 15* **STURGEON BAY (SUE), Wis.** - Emergency
Vehicle Fun Day & Fly-In - 11am-3pm.
Serving burgers, brats & pizza at the
Door County Cherryland Airport.
920-746-7131.
- 15* **SPRING GREEN (LNR), Wis.** - Pancake
Breakfast - 7am-Noon at the Tri-County
Regional Airport. 608-583-2600.
- 15* **TAYLORVILLE (TAZ), ILL.** - Pancake
Breakfast - 7-11am. 217-824-9313.

- 21* **ORANGE CITY (ORC), IOWA** - Tulip
Festival Pancake Breakfast - 7-11am.
712-395-1633.
 - 21* **WEST BEND (ETB), Wis.** - Celebration
Aviation Day - 9am-3pm. Lunch -
10am-1pm.
 - 21* **DECATUR (DEC), ILL.** - Pancake
Breakfast 7:30-11am. 815-222-8059.
 - 21* **EAU CLAIRE (EAU), Wis.** - Pancake
Breakfast - 10am-1pm at the Chippewa
Regional Airport. 715-559-9243.
 - 21* **EXCELSIOR SPRINGS (3EX), Mo.** - Pancake
Breakfast - 7-11am. 816-813-1210.
 - 21* **FRANKFORD (FKR), IND.** - Armed Forces
Day Pancake Breakfast - 7:30-11am.
 - 21* **HIBBING (HIB), MINN.** - Spring Chili Feed
11am-3pm. 218-741-2143.
 - 21* **INDEPENDENCE (IIB), IOWA** - Open House
& Learn To Fly Day Celebration - 9am-
Noon. Food & drinks. 319-334-4000.
 - 21* **VALPARAISO (VPZ), IND.** - Pancake
Breakfast - 7am-Noon. 219-771-7071.
 - 21-22 **BLAINE (ANE), MINN.** - Blaine Aviation
Days at the Anoka County Airport.
www.BlaineAviationDays.org
763-568-6072.
 - 24-25 **SPRINGFIELD, ILL.** - Illinois Aviation
Conference held at President Abraham
Lincoln Hotel & Conference Center
www.illinoisaviation.org
 - 25* **SPRINGFIELD, ILL.** - Illinois Aviation Hall
of Fame Banquet & Induction at the
President Abraham Lincoln Hotel. Go to
www.ilavhalloffame.org for more info.
 - 29 **LAKE CITY (Y91), Mich.** - Pancake
Breakfast 7-11am rain or shine at the
NW corner of airport. 248-496-7132.
 - 29* **MANITOWISH WATERS (D25), Wis.** -
Pancake Breakfast - 8am-Noon at the
Community Center adjacent to the
airport. 715-543-8413 / 262-994-6706.
 - 29* **PORTAGE (C47), Wis.** - Pancake
Breakfast - 7-11am. 608-697-3726.
- ## JUNE 2011
- 2-5 **JUNCTION CITY, KAN.** - National Biplane
Fly-In. www.nationalbiplanefflyin.com
785 210-7500.
 - 4* **OSHKOSH (OSH), Wis.** - Omelets &
Pancakes Breakfast - 7-10am.
262-338-8411.
 - 4* **AMERY (AHH), Wis.** - Breakfast -
7-11am. 715-268-7170 / 268-2996.
 - 5 **AUDUBON, IOWA** - Flight Breakfast - 6:30-
10:30am. 712-563-3780.
 - 5 **WILD ROSE (W23), Wis.** - Breakfast
- 8am. Pig Roast Dinner - 11:30am.
920-572-5954.
 - 5* **REEDSBURG (C35), Wis.** - Pancake
Breakfast - 7am-Noon. 608-524-2322.
 - 5* **DEKALB (DKB), ILL.** - Pancake Breakfast
8am-Noon. 815-375-1772.
 - 12 **JOLIET (JOT), ILL.** - Festival 2011 -
8am-3pm. Pancake Breakfast & etc.
815-741-7267. www.jolietpark.org
 - 12 **ALBERT LEA (AEL), MINN.** - Breakfast

- 7am-12:30pm.
- 12* **RUSH CITY (ROS), MINN.** - Pancake Breakfast - 8am-Noon. 320-358-4743.
- 12* **ROCK FALLS (SQI), ILL.** - Pancake Breakfast - 7am-Noon. 309-441-6106.
- 12* **WAUTOMA (Y50), Wis.** - BBQ Chicken Fly-In. 920-229-3671.
- 12* **WATERTOWN (RYU), Wis.** - Pancake Breakfast - 7:30am-2pm. 920-261-4567.
- 12* **GREENWOOD (10C), ILL.** - Vintage Aircraft Fly-In Picnic - 11am-3pm. Bring a dish to pass & chicken & ribs provided at Galt Field. 815-670-7712.
- 13 **MISHICOT, Wis.** - Inaugural Wisconsin Business Aviation Association Golf Outing and Dinner. To be held at the Fox Hills Resort. Participants and Sponsors Welcome to RSVP. More Details to Come. Respond to Luke Krepsky at lkrepky@oesx.com, Mike Voechting at mvoechting@oesx.com or Steven Rehwinkel at srehwinkel@wbaa.aero.
- 17-21 **IOWA CITY, IOWA** - Annual Air Race Classic Kickoff. www.airraceclassic.org. Contact Minnetta Gardinier at 319-331-6235. m.gardinier@gmail.com
- 17-18* **MADISON (MSN), Wis.** - B-17 Tour & Rides - 2-5pm at Wisconsin Aviation, Dane County Regional Airport. 608-244-3122.
- 17-19* **GAYLORD (GLR), MICH.** - Wings Over Gaylord & Big Band Night. Big Band on the 17th 7-11pm. Air show on Saturday & Sunday Noon-4pm. 989-858-1575. www.gaylordeaa.org
- 18 **KEOSAUQUA (6K9), IOWA** - Pancake & Sausage Breakfast - 7-11am.
- 18* **MADISON (MSN), Wis.** - BIG BAND HANGAR DANCE - 7-10:30PM. Featuring music by Ladies Must Swing at Wisconsin Aviation. www.ladiesmustswing.com
- 18* **CASSVILLE (C74), Wis.** - Breakfast - 8-11pm. 608-725-2362.
- 18* **WEST BRANCH (Y31), MICH.** - Pancake Breakfast 8am-Noon. 989-873-5908.
- 18* **INDIANAPOLIS (7L8), IND.** - Midwest Tail-drappers' Rendezvous - 8:30am-2pm. Everyone welcome. Lunch starting at 11am. 317-979-9752.
- 18-19 **DAVENPORT, IOWA** - Quad City Air Show. 562-285-7469. info@quadcityairshow.com
- 19 **EAGLE RIVER (EGV), Wis.** - Father's Day Fly-In & Airport Expo. Ribbon-cutting Dedication of New Ramp, Parade of Planes, Aircraft Static Displays, Pancake Breakfast, Chicken and Fix-ns Dinner, Airplane Rides, Helicopter Rides, Radio Control Models, Aircraft Fly-bys & Wisconsin Aviation Hall of Fame Display. Call Robert Hom at 715-479-7442. fbo@erairport.com
- 19* **LAKE ELMO (21D), MINN.** - Pancake Breakfast - 8am-1pm.

- 19* **ROCKFORD (1C8), ILL.** - Pancake Breakfast at the Cottonwood Airport. 815-877-8849.
- 19* **EASTPORT (59M), MICH.** - Pancake Breakfast at Torchport Airpark. 231-62-4859.
- 19* **LACON (C75), ILL.** - Breakfast - 7am-Noon at the Marshall County Airport. 309-246-2002. LaconAero@aol.com
- 19* **PALMYRA (88C), Wis.** - Pancake Breakfast - 7am-Noon. 262-495-4342.
- 19* **WAUPACA (PCZ), Wis.** - Pancake Breakfast. 715-258-8732.
- 19* **BARABOO (DLL), Wis.** - Breakfast - 7am-Noon. Rain or Shine. 608-356-1115.
- 19* **MINERAL POINT (MRJ), Wis.** - Pancake Breakfast - 7am-12:30pm. - 608-987-9931.
- 19* **HUTCHINSON (HCD), MINN.** - Pancake Breakfast - 8am-Noon & Pork Chop Dinner - 4-7pm. 320-587-3802.
- 19* **TAYLORVILLE (TAZ), ILL.** - Pancake Breakfast - 7-11am. 217-824-9313.
- 20* **LACON (C75), ILL.** - Aviation Safety Seminar - 7pm at the Marshall County Airport. 309-246-20002. LaconAero@aol.com
- 23* **MANITOWISH WATERS (D25), Wis.** - Pork Chop Dinner - 5-7pm at the Community Center adjacent to the airport. 715-543-8413 or 262-994-6706.
- 23-24* **NEW LONDON, Wis.** - WPPA Annual Fly-In at the Marks Park & Airfield. Saturday - All-U-Can Eat Pancake Breakfast & Pig Roast that evening. 920-470-7641. www.wisconsinppa.org (for all events).
- 24 **DAYTON, OHIO** - Freedom's Call Military Tattoo - 4pm at the Wright-Patterson Air Force Base. 937-255-3286. www.wpafb.af.mil/tattoo/
- 25* **STURGEON BAY (SUE), Wis.** - Pancake Breakfast - 8-10:30am at Door County Cherryland Airport. 920-232-1670.
- 25* **RIO (94B), Wis.** - Pancake Breakfast - 7am-Noon at Gilbert Field. 920-922-5433.
- 25* **NEW RICHMOND (RNH), Wis.** - Fly-In Lunch - 11am-2pm. 715-246-7735.
- 25-26* **WALWORTH (TV3), Wis.** - Pancake Breakfast - 7am-1pm. 815-378-0464.
- 26* **ST. CLOUD (STC), MINN.** - Granite City Festival & Pancake Breakfast - 8am-1pm. 320-255-7292.
- 26* **SPRINGFIELD, MINN.** - Pancake Breakfast - 7:30am-Noon. 507-732-6343.
- 26* **NILES (3TR), MICH.** - Pancake Breakfast - 7am-Noon at the Jerry Tyler Memorial Airport. 574-339-9991.
- 27-71* **SPEARFISH, S.D.** - Short Wing Piper Club Annual Convention at the Holiday Inn Convention Center. Registration info on website www.shortwing.org/2011convention. 360-834-6178.
- JULY 2011**
- 1-2 **PHILLIPS, Wis.** - Price County Float & Fly-In. Friday evening Aerobatic Show.

- Saturday Breakfast 8-11am, Aerobatic Show and Planes/Seaplanes on display. 800-269-4505. www.pricecountywi.net
- 2* **WATERVLET (40C), MICH.** - Steak Lunch Fly-In - 11am-4pm. Also camping & bonfire for the evening. jpallas@palasdesignstudio.com. www.eaa585.org
- 9 **LARCHWOOD (2VA), IOWA** - Zangger Vintage Airpark Flight Breakfast - 7-10am. 122.9 CTAF, left traffic 12-30, 17-35 taxiway only, *Caution - hot air balloons*. 712-477-2230.
- 10 **MIDDLETON (C29), Wis.** - Fly-In Breakfast - 7:30am-Noon at Middleton/Morey Airport (rain or shine). Warbirds, antiques and homebuilts welcome for display. Contact Al Barger 608-836-1711.
- 10* **HINCKLEY (04W), MINN.** - Field of Dreams Fly-In Breakfast - 7:30am-1pm & Air Show 1pm. 320-384-6667.
- 21-24 **KEOKUK, IOWA** - Annual L-Bird Fly-In & Convention. 23rd - Pancake Breakfast Open to the public. 319-524-6203.
- 23 **NEENAH (79C), Wis.** - Brennand Old Time Airport Days - 8am-3pm. Fun day at a grass roots airport. 920-721-9237.
- 25-31 **OSHKOSH, Wis.** - AirVenture Oshkosh. www.airventure.org.
- 27 **CLINTON (CWI), IOWA** - Cessna 150-152 Fly-In. www.cessna150152flyin.org/
- AUGUST 2011**
- 13-14 **FARGO, ND** - Fargo AirSho at the Fargo International Airport. Contact 701-241-1501. www.fargoairsho.com
- 14 **LAND O LAKES, MINN.** - Pig Roast - 12-4pm at Surfside. Minnesota Seaplane Pilots Association. 612-240-0123.
- 14 **WINN (53W), MICH.** - Fly-in Drive-in Eggs & Pancake Breakfast - 8am-Noon at Woodruff Lake Airport. 989-330-0225.
- 17-21 **MIMINISKA LAKE, ONTARIO CANADA** - Midwest Flyer Canadian Fishing Fly-Out. Enjoy camaraderie with fellow aviators and great fishing. For details email: info@midwestflyer.com or call 608-835-7063. To make your reservation call 1-888-465-3474.
- 19-21 **DEKALB (DKB), ILL.** - DeKalb Corn Fest. www.cornfest.com.
- 20* **FOREST LAKE (25D), MINN.** - Open House Fly-In Corn on the Cob, Brat & Ice Cream at the Daniel DePonti Memorial Airport - 10am-4pm. 651-776-1717.
- 27 **GLENCOE (GYL), MINN.** - Sweet Corn & Bratwurst Feed Fly-In - 10am-2pm. 320-238-2376, cell: 320-583-8367. www.eaaul92.weebly.com.

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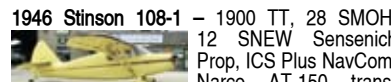
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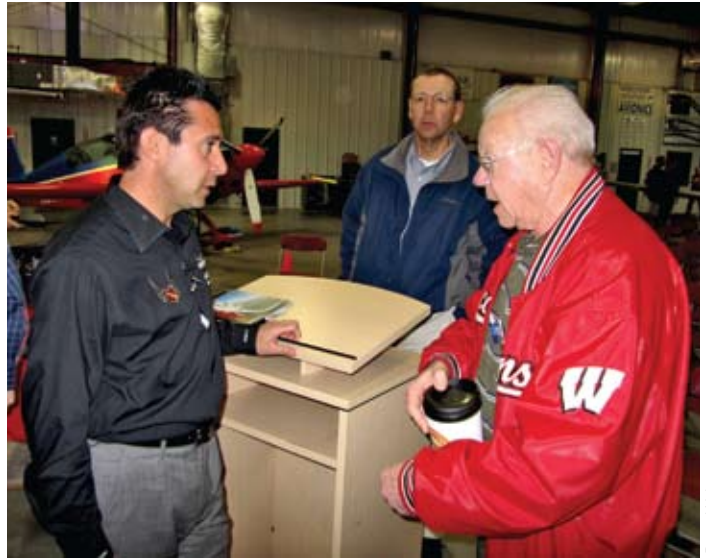
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Air Show Rock Star, Michael Goulian, Warns GA Pilots Not To Be Complacent



(L/R) Grant Goetsch, Vice President of Flight Operations at Wisconsin Aviation, Inc., with Michael Goulian and his Extra 330SC.



Michael Goulian met with pilots one-on-one following his presentation.

MADISON, WIS. – Air show performer and pilot for the Red Bull Air Races, Michael Goulian, urged a group of 80 fellow general aviation pilots, March 21, 2011, to learn from his example. Like all pilots, Goulian has at times become complacent and told pilots that this complacency can get them into trouble!

Goulian who is a CFII and ATP certificated pilot, and qualified in everything from an Extra 330SC to Lear Jets, spoke at a pilot safety seminar at Wisconsin Aviation, Inc. in Madison, Wisconsin.

Goulian described arriving in England late for a Red Bull Air Race due to commitments at EAA AirVenture in Oshkosh, Wisconsin, and failed to acclimate to the time zone change. As a result, he was tired and accidentally hit one of the inflatable pylons during the race, nearly causing him to crash into the river where the races were being held.

Trying to rush while taxiing can also cause an accident. He showed video footage of a fellow Red Bull pilot taxiing his Edge 540, and nearly running into the tail of a Cessna. The pilot immediately stepped on the brakes of the taildragger and nosed over, damaging his propeller.

Goulian also said pilots need to listen to warning signs and to know their limits. For instance, if the plane is not performing as usual, that could be a warning sign and needs to be checked out right away, and not put off to another day.

Goulian said that “checklists” are not only for professional pilots, and even if a pilot has memorized his checklist, he should verify checklist items on an actual checklist especially when preparing for an instrument approach.

Ignorance, too, is a big problem, said Goulian. Many pilots simply do not understand the risks, and they are over-reliant on equipment/technology. Other pilots are just

careless and reckless and have no respect for safety. “There are no old bold pilots,” he reminded the group.

Goulian will fly at night in a single-engine airplane, but when he does, he flies between airports, and not across unknown terrain.

He warned pilots never to fly beyond their limits, or those of their airplane, and that “perfection” in one’s flying is the goal!

During a question and answer period, Goulian explained that after more than 6 years, the Red Bull Air Race series was cancelled because of concern over safety. Goulian believes that the “culture” of the races may have been getting out of control. He expects the race to return, however, after a cooling off and regrouping period.

In 1995, Goulian reached the pinnacle of American aerobatics by becoming the U.S. National Champion in the Unlimited Category. Not one to rest on his laurels, Goulian has been a member of the 1994, 1996 and 1998 U.S. Aerobatic Teams, and competed in the World Aerobatic Championships. He is the recipient of both the Art Scholl and Bill Barber Awards For Showmanship for excellence as an air show entertainer.

In addition to being an air racer and air show performer, Goulian is President of Executive Flyers Aviation (EFA), a large flight training center in New England with locations in Bedford and Lawrence, Massachusetts (www.executiveflyers.com). EFA was founded by Goulian’s parents, Myron and Rita Goulian, in 1964.

Goulian is married to Karin and they have one daughter.

Sony is one of Goulian’s corporate sponsors, and he was in Madison doing a video to promote the company’s line of creative software. Goulian’s entire presentation was also video taped (www.mikegoulian.com). □



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