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ON THE COVER: Randy Lagman of Black Earth, Wisconsin, flying an EAA Young Eagle in his Avid Mk4. Feature story on why flying taildraggers can make you a better pilot, beginning on page 38.
Photo by Geoff Sobering

HEADLINES

Wisconsin Conference Scores Big In Packerland!	8
Airline Service Important To Green Bay, But So Is General Aviation.....	12
Amanda Franklin Passes On.....	35
Air Show Star, Historian & Inventor Among Minnesota Aviation Hall of Fame Inductees	36
Tanis Opens Flying Cloud Office.....	37
Leineweber To Return To Private Practice.....	38
World's Only Airworthy B-29 Superfortress "FIFI" To Return To EAA AirVenture 2011	44
Wipaire Appoints Distributor In China.....	48
Des Moines Flying Service Introduces The Future of Avionics	49
Lakeshore Aviation Named 2011 Wisconsin Aviation Business of the Year	50

COLUMNS

AOPA Great Lakes Regional Report - by Bill Blake Signs GA Is Getting Stronger!	22
Ask Pete Zero Fuel Weight - by Pete Schoeninger.....	26
Aviation Law Is A Corporation or LLC Right For You & Your Aircraft? - by Gregory J. Reigel.....	24
How Best To Avoid State & Local Violations of Law Affecting Aircraft Operations - by Joseph J. Vacek, J.D.....	26
Dialogue - by Dave Weiman People Deserving of Recognition	5
From AOPA Headquarters - by Craig Fuller AOPA's Political Action Committee... How it works & why it is important	23
From EAA Headquarters - by Rod Hightower Summertime Is Flying Time!	40
High On Health - by Dr. John Beasley, M.D. When bad things happen to good people!	34
Instrument Flight Auto Pilots – Different Types & How They Work! - by Michael Kaufman	28
Maintaining IFR Currency In Your Comfort Zone! - by Harold Green.....	30
Minnesota Aeronautics Bulletin - by Christopher Roy Summer At Last!	52
Sport Pilot – Light Sport Aircraft - by Ed Leineweber Mr. Pietenpol: Bill Rewey, Famed Aircamper Homebuilder Turns A Page.....	56
Wisconsin Aeronautics Report Airport Construction Update - by Jeffery Taylor	54
What's Happening In Your Hangar? – by Megan Stritchko.....	55



FEATURES

NOTAM: Aviation Education Canceled May 21, 2011 - by Dr. Patrick Mattson	20
Do Tailwheel-Trained Pilots Make Better Tri-Cycle Gear Pilots? - by John Chmiel.....	38
Part II – What Works - What Doesn't Work To Recruit & Retain Pilots? - by Jim Hanson.....	41

SECTIONS

Airports	12
Calendar	58
Classifieds	60
Industry News	48
Iowa Aviation Conference.....	17
MATA's Minnesota Aviation Industry News.....	46
Minnesota Airports Conference	19
People In The News	35
WATA Difference	50
Wisconsin Aviation Conference.....	8

People Deserving of Recognition

by Dave Weiman

Our congratulations to those individuals, who have been recognized this spring at various aviation events for significant contributions to aviation. For those organizations, which sponsor awards, we urge them to **keep raising the bar** to ensure that the awards always retain their value.



Coming up at EAA AirVenture Oshkosh in July are tributes to two all-time greats – Bob Hoover and Burt Rutan – Hoover for his unbelievable air show performances, and Burt Rutan for his many aircraft designs that helped change the face of not only Oshkosh, but planet earth and beyond! (See page 44.)

In this issue you will read about two airport managers at a commercially served airport, who care as much about general aviation as they do the airlines. (See page 12.)

AOPA Great Lakes Regional Representative Bill Blake gives us hope with his column, “Signs GA Is Getting Stronger” (page 22); AOPA President Craig Fuller shares his perspective on political action committees (page 23); and EAA President Rod Hightower officially starts the summer flying season (page 40).

Attorney Greg Reigel discusses why creating a corporation


or limited liability company for our aircraft may be in our best interest, and Attorney Joe Vacek warns pilots to know state and local laws before making an off-field landing. (See pages 24 and 26, respectively.)

In our “Instrument Flight” section, CFII Mike Kaufman describes the importance of autopilots and their pitfalls (page 28). Then CFII Harold Green gives us tips on how to stay IFR current within our comfort zones (page 30), followed by CFII Jim Hanson who brings us Part II of his series on how best to recruit and retain pilots (page 41).

Other columns and articles in this issue include “High On Health” by Dr. John Beasley (page 34), an article on the future of aviation college programs by Dr. Pat Mattson (page 20), a feature on an aircraft builder and mentor by Ed Leineweber (page 56), and the cover story on “flying taildraggers” by CFII John Chmiel.

That’s just a sampling of what you will read in this issue of *Midwest Flyer Magazine*.

In closing, this issue of *Midwest Flyer Magazine* is dedicated to several very special people: air show performers Kyle and Amanda Franklin, who have contributed greatly to the air show entertainment industry (page 35); Roy Arneson of Flying Scotchman at Minneapolis-Crystal Airport; and aviation publisher and television personality, Sherm Booen. I received my Private Pilot Certificate thanks to Roy’s dedication to flight training, and it was Sherm Booen who inspired us to start this magazine. See article on page 47, and please consider making a donation to the **Kyle & Amanda Franklin Fund** on page 35. Thank you! □



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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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Index To Advertisers

Abraham Lincoln Capital Airport.....	11	Mid-Continent Insurance.....	60
Academy College.....	5	Midwest Aircraft Appraisal.....	60
Aero Insurance, Inc.....	35 & 50	Midwest Flyer Magazine.....	41 & 44
Aeronautical Adventures, LLC.....	60	Miminiska Lodge.....	33
Aircraft Owners & Pilots Association (AOPA).....	21	Minnesota Aviation Trades Ass'n.....	46
Aircraft Propeller Service, Inc.....	32	Minnesota DOT Office of Aeronautics.....	52
AircraftInsurance.com.....	60	Minnesota Petroleum Services.....	43
air bp.....	11	Morey Airplane Company.....	60
airpac.com.....	44	NationAir Aviation Insurance.....	50
ARMA Research, Inc.....	60	National Air Transportation Ass'n.....	50
Aspen Avionics.....	64	NewView Technologies, Inc.....	50
Avfuel Corporation.....	35 & 61	OMNNI Associates.....	60
Basler Turbo Conversions, LLC.....	50	Orr, Minn. Regional Airport (Hangar Sites).....	60
Beaver Aviation, Inc.....	30 & 50	Outagamie County Regional Airport.....	13
Becher-Hoppe.....	18	Pat O'Malley's "Jet Room" Restaurant.....	40
Bell, Moore & Richter, S.C.....	51	Phillips 66.....	24, 31, 34 & 42
Best Oil Company.....	31	Pine Grove Resort.....	35
Bolduc Aviation Specialized Serv.....	17 & 50	Piper Aircraft, Inc.....	3, 61 & 64
Bolton & Menk, Inc.....	20	Piper Parts Pros!.....	3
Brackett Aircraft Co., Inc.....	30 & 50	Platinum Flight Center.....	13
Cessna Aircraft Co.....	25, 34, 50 & 61	Price County Airport, Fly-In & Air Show.....	38
Chicago Piper.....	3 & 64	Racine Commercial Airport.....	50
Cirrus Aircraft.....	61	Rapco Fleet Support, Inc.....	50
DAHER-SOCATA (TBM 850).....	61	Red Wing Aeroplane Company.....	33
Dawley Aviation Corp.....	50	Reigel Law Firm, Ltd/Aero Legal Services.....	28
DeKalb Airport, Illinois.....	37	Rice Lake Air Center.....	27
Detroit Lakes Aviation.....	23	Rice Lake Regional Airport.....	27
Determan.....	10	Schweiss Doors.....	42
Des Moines Flying Service, Inc.....	2, 3 & 64	Shell Aviation.....	27
Dohlun Field - Lake Tomahawk, Wisconsin.....	29	Short Elliott Hendrickson Inc.....	14
EAA AirVenture Oshkosh.....	9	Skycom Avionics, Inc.....	64
E-Z Heat, Inc.....	60	S. St. Paul Municipal Airport (Fleming Field).....	31
Eagle Air.....	47	Southern Wisconsin Regional Airport.....	60
Eagle Fuel Cells.....	36	Standard Aero.....	11
Eagle River Union Airport.....	36	Stoughton Airport.....	60
Express Airport Services.....	13	Tailwind Flight Center.....	13
Field of Dreams.....	47	Tanis Aircraft Products, Inc.....	34
Flying Scotchman.....	60	The Upper Deck Restaurant & Lounge.....	47
Fond du Lac Skyport.....	50	Thunderbird Aviation.....	5 & 25
Garmin.....	2 & 61	Tri-County Regional Airport (Lone Rock, Wis.).....	42
Gran-Aire, Inc.....	34 & 50	Trimcraft Aviation.....	50
Harbor View Pub & Eatery.....	38	Ulteig.....	12
International Flying Farmers.....	60	Washington Island Airport.....	43
Johnson Aviation Insurance.....	19 & 50	Webb Lake Airport.....	60
Lakeshore Aviation.....	35	West Bend Air, Inc.....	50
Landmark Aviation.....	11	Western Petroleum Company.....	24
Leading Edge Air Foils.....	57	Wick Buildings.....	39
Leineweber, Edward E. (Attorney).....	51	Wicks Aircraft Supply.....	23
M-B Companies, Inc.....	15	Wings Financial.....	7
Maxwell Aircraft Service.....	48	Winona State University.....	36
McClelland Aviation.....	11	Wipaire, Inc.....	63
Mead & Hunt, Inc.....	8	Wisconsin Aviation, Inc.....	50 & 61
Metropolitan Airports Commission.....	16	Wisconsin Aviation Trades Ass'n.....	50
Mid-Continent Aircraft Corp. (Cessna C-Star).....	60	Wisconsin DOT Bureau of Aeronautics.....	54

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Wisconsin Conference Scores Big In Packerland!

GREEN BAY, WIS. – Charity Speich, President of the Wisconsin Airport Management Association and manager of Chippewa Valley Regional Airport in Eau Claire, welcomed all participants to the 56th Annual Wisconsin Aviation Conference, along with Jeff Baum of the Wisconsin Aviation Trades Association, and David Mann of the Wisconsin Business Aviation Association. The conference, held May 2-4, 2011 at the Hotel Sierra/KI Center in Green Bay, is cosponsored by the three organizations, and like the Green Bay Packers, scored big this year in terms of attendance and speakers.

Leading the list of speakers was Wisconsin Transportation Secretary Mark Gottlieb, who opened the general session on May 3. Newly elected Governor Scott Walker appointed Gottlieb secretary effective January 2011, so this was the secretary's



(L/R) Wisconsin Department of Transportation Secretary Mark Gottlieb was introduced to Wisconsin Aviation Conference attendees by Wisconsin DOT Bureau of Aeronautics Director David Greene.

first time participating in the conference.

Prior to his appointment, Secretary Gottlieb represented the 60th Assembly District in the Wisconsin State Legislature, and was the mayor of Port Washington. He was first elected to the assembly in 2002. He holds both Bachelor's and Master's Degrees in Civil Engineering, and is a registered professional engineer in the state of Wisconsin. He has worked as a professional engineer for 24 years in various public and private sector positions.

Introducing Secretary Gottlieb was David Greene, Director of the Wisconsin Bureau of Aeronautics.

Also participating in the conference for the first time was EAA President Rod Hightower, who was the luncheon speaker. Hightower emphasized the importance of everyone in the aviation community to support efforts to attract and retain new pilots, as without pilots, there is no industry and no need for airports.



(L/R) Wisconsin DOT Bureau of Aeronautics Director David Greene and EAA President/CEO Rod Hightower.

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▲ Super Saturday
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▲ Tribute to Bob Hoover
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▲ Tribute to Burt Rutan
His aircraft designs changed the face of AirVenture—and aviation. Special air show on Thursday



▲ eVenture
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▲ Salute to Veterans
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(L/R) Pete Bunce, President of the General Aviation Manufacturers Association with Charity Speich of Chippewa Regional Airport and David Mann of Racine-John H. Batten Airport.

Wisconsin native Pete Bunce, President of the General Aviation Manufacturers Association (GAMA), returned to the conference this year with an industry update and was the banquet speaker. Both Hightower and Bunce are active general aviation pilots, themselves.

During the luncheon, WAMA presented its "Distinguished Service Award" to retired Congressman David Obey (Wisconsin's 7th Congressional District). Rep. Obey helped to obtain funding for airports in his district.

The Wisconsin Aviation Trades Association presented its "Wisconsin Aviation Business of the Year Award" to Lakeshore Aviation, Inc., located in Manitowoc, Wisconsin.



AOPA Great Lakes Regional Representative Bill Blake and his wife, Nancy, flew to Green Bay from Peoria, Illinois in their Cessna 172 Skyhawk. Many other pilots, who also attended the Wisconsin Aviation Conference, joined them at Austin Straubel International Airport.

That evening, WAMA presented its "Lifetime Service Award" to Tony Snieg, who retired in January 2011 after 39 years with Milwaukee County, 28 years of which were at General Mitchell International Airport as Deputy Airport Director, Finance and Administration.

Tom Miller, Airport Director at Austin Straubel International Airport in Green Bay, was named "Aviation Person of the Year."

Ed Baisch of Mead & Hunt, Inc., was named "Engineer of the Year," and Nathan Phelps of the Green Bay Press Gazette received WAMA's "Blue Light Award" for excellence in reporting Wisconsin aviation news and information.



(L/R) Tom Miller of Austin Straubel International Airport congratulates Nathan Phelps of the Green Bay Press Gazette on receiving the WAMA "Blue Light Award" for excellence in reporting aviation news and information.

The Wisconsin Airport Management Association (WAMA) awards up to two scholarships annually to students enrolled in a bachelor's degree-level aviation program at an accredited college or university, or students enrolled in an associate degree or technical college program pursuing a degree in aviation. This year's scholarship was awarded to Terry O'Dell of Menasha, Wisconsin, who is a sophomore at the University of North Dakota majoring in Air Traffic Control.

WAMA also awarded a professional development scholarship to Jeremy Sickler, airport manager in Burnett County, Wisconsin, so he may pursue his certified member

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Tom Miller, Airport Director of Austin Straubel International Airport, was named "Aviation Person of the Year."



Charity Speich of Chippewa Valley Regional Airport, Eau Claire, passes the torch as president of the Wisconsin Airport Management Association (WAMA) to Marty Lenss of Outagamie County Regional Airport, Appleton.

status with the American Association of Airport Executives. A second professional development scholarship was awarded to Abe Weber, the landside operations supervisor at Outagamie County Regional Airport in Appleton, Wis. Weber is pursuing his master's degree at the University of Wisconsin, Green Bay.

At annual meetings of the sponsoring associations, Marty Lenss, Director of Outagamie County

Regional Airport, Appleton, Wis., was elected president of WAMA. David Mann, Manager of John H. Batten Airport, Racine, was elected president of WATA.

The 2012 Wisconsin Aviation Conference will be held May 7-9 at

the Chula Vista Resort in Wisconsin Dells. For additional information, refer to the website: www.wiama.org/conference. □

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Airline Service Important To Green Bay, But So Is General Aviation



Dave Weiman

Austin Straubel International Airport, Green Bay, Wisconsin (GRB).

The history of aviation in Green Bay, Wisconsin, is relatively short in comparison to other modes of transportation. As early as 1910, barnstormers were coming to the fairgrounds and provided exhibition flights during the annual fair, fascinating spectators.

The first community airport was located at the intersection of Ashland and Lombardi Avenues. Known as Blesch Field, during World War I Lawson Aircraft Company prepared the actual landing strip to operate the company's manufactured aircraft. The 90-acre site served the city until the current airport was developed

following World War II. The county purchased land for Austin Straubel Field, later named Austin Straubel International Airport (GRB), in 1944.

North Central Airlines began to serve the airport in June of 1948 utilizing a nine (9) passenger Lockheed 10A. The airline changed aircraft and began to fly DC-3s in 1950, which could seat 21 passengers. In 1959, the 44-passenger Convair 440 arrived. The Convair 580 and DC-9 were placed in the market in 1967.

In 1978, the De-Regulation Act resulted in a plethora of service not only to Northwest Airlines (formerly North Central and Republic Airlines)

hubs of Detroit and Minneapolis, but also to Chicago. The 1980s saw the institution of service between Milwaukee and Green Bay by Skyway Airlines, a feeder for Midwest Express Airlines. Delta commenced service between Green Bay and Cincinnati in 1998, using a Canadair Regional Jet. Continental Airlines instituted the first service to Cleveland in 2008, and in 2010, Frontier initiated seasonal service between Green Bay and Denver.

The airport is currently served by American Airlines, with service to Chicago's O'Hare; Continental serving Cleveland; Delta with daily non-stops to Minneapolis and Detroit; Frontier serves Milwaukee and will offer service to Denver beginning in June; and United serving Chicago.

Currently, a variety of aircraft are utilized in daily non-stop service to seven destinations. C-RJ, C-R7, C-R9, E-145, E-170, E-190, DC-9, MD-90, A-319 and A-320 aircraft pull up to one of 12-gates at the recently renovated and remodeled terminal building. Each of the 12 gates is equipped with a passenger boarding bridge to keep travelers out of the weather elements all year long. B-757,



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GFB Airport Photo

Tom Miller, Director of Austin Straubel International Airport, with special guest, *Air Force One!*

A-330 and B-747 aircraft have also frequented the facility, particularly during the fall football season.

Passenger traffic in 1948 numbered 242, while total enplanements for 2010 swelled to 362,803. The terminal currently has 214,526 square feet and the parking facility has space for 1,881 vehicles. Demand on the parking facilities has caused the airport to initiate design for expanded surface parking, as well as plan for a future parking structure.

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The airport's runways are both 150 feet wide and equipped with FAA maintained precision approach equipment on Runways 6 and 36. PAPI equipment is located on all of the airport's runways (6/24, 18/36). Runway 18/36 is 8,700 feet in length, while Runway 6/24 is 7,700 feet long. Both runways enjoy a complete parallel taxiway system.

Two fixed base operations (FBOs) serve the Green Bay general aviation community. Executive Air is located west of the main passenger terminal, and Jet Air is located northeast of the terminal. Both operators have expanded operations over the last five years. Over 70 hangars are located on the airport to provide storage for a wide variety of aircraft.

Recent projects completed at Austin Straubel International Airport include the complete reconstruction of Runway 6/24; the reconfiguration of the approach end of Runway 18, to bring the facility into compliance with FAA Safety Area requirements; acquisition of a new Oshkosh Aircraft Rescue & Fire Fighting (ARFF) vehicle; and the completion of a new 70,000 square foot Snow Removal Equipment (SRE) and Sand Storage facility.

The next major airport project involves the expansion of the east general aviation ramp, and development of a new ARFF facility. Ramp construction will be completed before EAA, while construction on the ARFF building should begin late this year and be completed in 2012.

Unlike many large commercial service airports, two general aviation pilots manage Austin Straubel International Airport: Tom Miller and John Reed.

Tom Miller, Airport Director

Tom Miller is airport director at Austin Straubel International Airport. Following his college graduation in May of 1972, Miller got a job as an entry-level reporter for a radio station in Dubuque, Iowa. A year later, he moved to Peoria, Illinois and worked five more years in radio before transitioning to television news at the local CBS affiliate. A year after moving into television, Miller was recruited by the Greater Peoria Airport Authority for a public relations position. During his 14 years at Peoria, Miller also worked as controller and assistant director before moving to Green Bay in 1993, as assistant director. In August 2001, the county executive named Miller airport director.

Since being named director, Tom Miller has embarked on a number of major airport capital projects including a \$26-million terminal expansion, reconstruction of both airport runways, streamlining the passenger check-in process for the Transportation Security Administration, reconstruction and expansion of both fixed base operation ramps, and completing work on a new, state-of-the-art, 66,000 square foot Snow Removal Equipment Building. The airport is operated as an Enterprise Fund of Brown County, and receives no property tax money for its operation.

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Tom Miller has amassed 31 years of experience in the airport management field, is a past-president of the Wisconsin Airport Management Association (WAMA), and current vice chairman of the Brown County Employees Credit Union. Miller also has a single-engine land Private Pilot Certificate and 251 hours as pilot in command. He has also logged time in an OA-37 "Dragonfly," and a KC-135 Refueler.

Miller has been married to his wife, Kathy (Grace), for 31 years and they have two grown daughters.

John Reed, Assistant Airport Director

John Reed is assistance airport director at GRB. He received his undergraduate degree in 1990 at The College of the Ozarks in Missouri, and his Master's Degree in Aviation Safety in 1991 from Central Missouri State University. Following college, Reed worked for the Missouri Highway and

Transportation Department as an airport inspector.

In 1995, Reed moved to Nevada and worked as an airport planner/inspector for the Nevada Department of Transportation. From there, he moved to Brownsville, Texas, to serve as the assistant director of aviation for the City of Brownsville. In February 2002, Reed accepted the position of assistant airport director at Austin Straubel International Airport.

John Reed belongs to the American Association of Airport Executives and the Wisconsin Airport Management

Association (WAMA), of which he served as past president. He is a certificated Private Pilot and an Airframe and Powerplant aircraft mechanic.

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John Reed, Assistant Director of Austin Straubel International Airport, with a ramp full of general aviation aircraft.



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Iowa Aviation Conference Helps Airports Plan Their Future



Iowa Public Airports Association (IPAA) President Greg Gobble of Keokuk Municipal Airport, presented the IPAA "President's Award For Service" to Rhonda Chambers of Fort Dodge Regional Airport.

WEST DES MOINES, IOWA – The Iowa Aviation Conference, April 20-21, in West Des Moines, attracted 215 attendees, among them 55 airport officials and 33 exhibitors. An additional 80 pilots attended the pilot safety seminar, held in conjunction with the conference.

Commercial airport officials met with Iowa DOT Office of Aviation officials to discuss air service development and other issues facing passenger travel at Iowa airports. Topics included the recruitment of new low-cost service, carrier incentives, support of the Essential Air Service program, the impact of airline mergers, and future study needs.

Social media expert Drew McLellan talked about social media as a marketing tool.

The FAA Central Region Airports Division met with several airports at the conference to discuss projects. They also provided an update on the reauthorization of the agency, and the impact of continuing resolutions.

The Iowa DOT Office of Aviation released its updated aviation system plan for the state. The Iowa Aviation System Plan evaluates existing conditions of Iowa's air transportation system and makes recommendations for future development to meet the needs of users. It also serves as a guide for federal, state and local decision-makers for investment in the maintenance and development of airports (www.iowadot.gov/aviation).

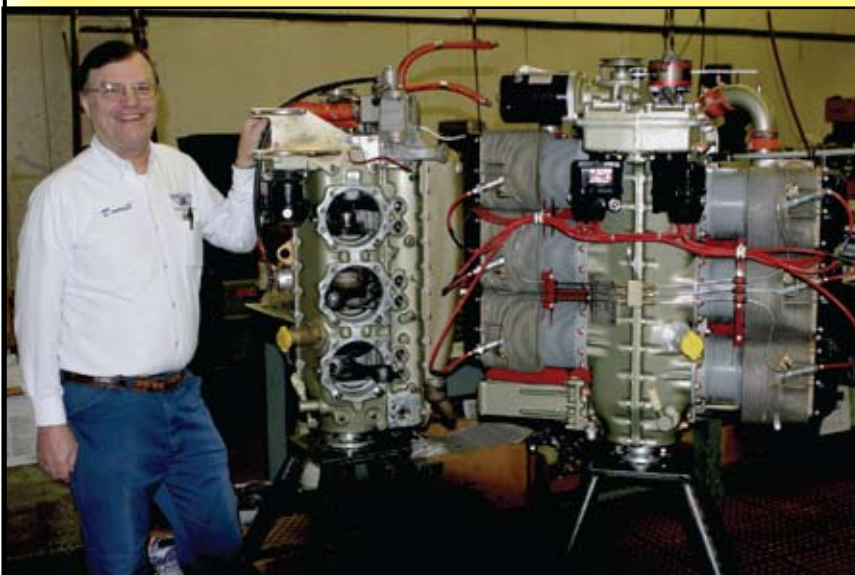
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New policy guidance from the FAA requires the use of Airport Geographical Information Systems (AGIS) and electronic formatting of Airport Layout Plans (ALPs) for airport projects. A panel presentation with Foth Consultants, FAA, and the Dubuque Regional Airport provided insight into new FAA requirements and the benefits of using GIS technology.

Airport Cooperative Research Program (ACRP) Manager Mike Salamone provided an overview of ACRP activities and highlighted practical solutions and resources available to airports.

Jim Linney, program manager for the FAA's Surveillance & Broadcast Services Program Office, provided an overview of NextGen and tomorrow's air transportation system. Linney coordinates the resources required to develop, implement and manage the ADS-B system and associated Air Traffic Services within the Central Service Area covering the central one-third of the United States.

A pilot safety meeting held in conjunction with the conference covered a review of recent Iowa



Airline service is important to Iowa communities.

aircraft accidents, the lost art of the go-around, safety briefings for passengers, and the 10 simple safety tips for pilots.

Federal Security Director Jay Brainard provided an insightful presentation on threats to the aviation system posed by terrorists. He also addressed the need for airport operators and the aviation community to continue practicing vigilance when it comes to aviation and airport security.

Iowa City Planning & Community Development Director Jeff Davidson highlighted the development of a five-year strategic plan for the Iowa City Municipal Airport. The plan was

created locally to guide the direction of the airport and develop a solid foundation for delivering aviation services to the community. The plan is an example of a proactive approach in getting decision-makers and community members involved in planning for an airport.

A presentation on skydiving in Iowa was provided by professional skydiver, Steve Lawyer,

who is also a lawyer and pilot. He discussed drop zones in Iowa, what it takes to skydive, and how skydiving can be a part of increasing activity at an airport.

New state and federal laws for underground fuel storage tanks (USTs) require operators in Iowa to be certified by December 31, 2011. Certification requires attendance in a four-hour session.

Rhonda Chambers (Fort Dodge Regional Airport) received the Iowa Public Airports Association (IPAA) "President's Award for Service" to the association. IPAA President Greg Gobble of Keokuk Municipal Airport, presented the award. □

Med Student Receives Minnesota Ninety Nines Scholarship

by Karen Workman

Johanna Bischof of Minneapolis, Minnesota has received the Minnesota Ninety Nines \$1,000

scholarship for flight training.

Bischof grew up in Vancouver, BC, with a strong interest in field sports. She got a field hockey scholarship to Duke University in North Carolina and took a year off from medical school to play field hockey with the Canadian National Team. She completed her Private Pilot Certificate in 2009, and joined a local chapter of the Ninety Nines in North Carolina to meet other women involved in aviation, and to have more people to fly with. She obtained her Instrument Rating in 2010.

Bischof moved to Minnesota for residency and is now flying out of Minneapolis-Crystal Airport (MIC). She is building time for her Commercial Pilot Certificate. □

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Mankato Regional Airport - Sohler Field Receives 2011 FAA/Minnesota Governor's Award



Gary Chambers

Mankato Regional Airport-Sohler Field, Mankato, Minnesota

For many years, the Federal Aviation Administration and the Mn/DOT Office of Aeronautics have partnered with public airports in Minnesota. One result of this partnership is the annual FAA/Governor's Award, which is presented cooperatively by the Federal Aviation Administration and the Minnesota Governor's Office at the Minnesota Airports Conference, since 1988. The award recognizes excellence in airport planning, development, operation, maintenance, and public relations.

Minnesota Aeronautics Director Chris Roy presented the 2011 FAA/Governor's Award to Mankato Regional Airport-Sohler Field for its dedicated support of aviation and its successful and innovative project accomplishments. The award was presented at the Minnesota Airports Conference in Grand Rapids.

Accepting the award on behalf of Mankato Regional Airport was airport manager, Kevin Baker, and the manager of the Capital Improvement Project, Luther Krepscheck.

Mankato Regional Airport-Sohler Field is named after *Lawrence Sohler*, who was an advocate for aviation in southern Minnesota. The earliest depiction of the airport is in the 1929 Rand McNally Atlas. The field was described as a commercial field operated by the Chamber of Commerce measuring 2640 by 1750 feet and located 1.5 miles southeast of Mankato. L.J. Sohler was the first manager of the field and proprietor of Sohler Flying Service, which provided instruction, aircraft sales, passenger flights and air taxi/charter service.

Mankato Regional Airport was moved to its current location 3 miles northeast of the city in 1969. The airport encompasses over 840 acres, has two runways, and an ILS system. The primary runway is 6600 by 100 feet and the crosswind runway is 4000 by 75 feet. Seventy-seven registered aircraft are housed at the airport, including those used for the Minnesota State University Mankato (MSUM) aviation program, and one Mayo Clinic helicopter used for emergency transport. The fixed-base operator is North Star

Aviation. The field has been the site of several air shows, which have hosted the Blue Angels, Thunderbirds and Snowbirds. Another air show featuring the Blue Angels is scheduled for June 2012.

In the last 20 years, the City of Mankato has invested a significant amount of effort into improving the viability of the airport. In 1991, the city erected a new Crash Fire Rescue building. The city still maintains Part 139 requirements, even though air carrier service was lost in the '90s. In 1994, a 10,200 square foot hangar was constructed to support the MSUM aviation program. The program was slated to be cut in 2010 by MSUM, but has been given an extension due to civic engagement and private financial support.

The airport has seen a flurry of improvements since 1997. Four T-hangars were constructed; there is now T-hangar space available for 72 aircraft. In 1997, the city completed a 15,300 square foot terminal. The terminal currently houses the fixed-based operator and the MSUM aviation program with two simulators on site. A commercial hangar area with a service road and connecting taxiway were also constructed in 1997. In 1999, the city partnered with North Star Aviation to construct a 14,000 square foot hangar in the commercial development area to support fixed base operations.

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In 2007, Mankato completed the extension of its primary runway extending it from 5,400 to 6,600 feet. The decade-long project included planning, environmental assessment, land acquisition, design and multi-year construction. The 12-inch thick concrete pavement positions the airport for potential future development and will handle aircraft as large as a Boeing 757. The crosswind runway (Runway 4/22) was milled and overlaid in 2009 using American Recovery and Reinvestment Act funds. The project

had some unique issues because of asbestos in the pavement. A geotextile fabric was placed in the concrete after milling to improve pavement longevity. Additionally, the VASIs were replaced with PAPIs, and the REILs were replaced on Runways 4/22 and Runway 15.

In the past two years the City of Mankato has added a state-of-the-art security system, self-service to the 100 low-lead fuel system, crack-sealed the parallel taxiways, painted several buildings, and made significant repairs to a T-hangar

roof. This year the city is partnering with Mayo Clinic to construct a new hangar that will house two helicopters and emergency crews. The parallel taxiway and parking lots will be slurry sealed, the public parking area will be expanded, pavement improvements will be made to the T-hangar area, and the city is negotiating for the construction of another 12,000 square foot hangar and temporary classrooms to support an international fixed and rotary-wing training program that will begin this fall. □

NOTAM: Aviation Education Canceled May 21, 2011

by Dr. Patrick Mattson

Professor Emeritus

St. Cloud State University-Aviation (1986-2010)

A NOTAM, an acronym for "Notice to Airmen," is submitted to aviation authorities to alert interested persons of any hazards to aviation enroute or at a specific location. On November 10, 2010, President Earl Potter, III, during an interview by the campus radio station, KVSC, sent out an alert saying that he was in the process of closing a "viable program," a nationally accredited one, whose alumni have excelled in the aviation industry. On December 10, 2010, Dr. Potter informed the St. Cloud State University (SCSU) community that closure of the program was his final decision. After almost 70

years, a quality aviation education program was canceled leaving students and parents with less choice in the upper Midwest to pursue their flight, operations and/or aviation management career dreams. There were no cautionary advisories given to the aviation faculty during the past two to three years; the faculty were never given a chance to propose solutions to correct any problems that the administration had cited in their decision. Several administrators had assured the department faculty-staff they were not a target for closure in the campus reorganization plan.

Aviation is recognized as an academic field of study by the

U.S. Department of Education's National Center for Education Statistics (NCES) Classification of Instructional Programs (CIP) code 49 (Transportation and Materials Moving). In his 2007 dissertation, Dr. C. Daniel Prather (Middle Tennessee State University) surveyed collegiate aviation students (n=98) and concluded there is a significant preference among students regarding what they considered important when selecting which institution and aviation program to attend. Location was the top concern (65.7%); cost was second at 62.9%. Many Minnesota and Wisconsin veterans are returning home with Post 9-11 GI Bill education benefits and aviation studies is often cited as a degree program of choice; they will now have less choice in Minnesota. SCSU has provided upper Midwest students – many from Minnesota and Wisconsin – an affordable, cost-effective aviation education. Aviation is a viable, applied degree area (math, business, and science) that belongs in a 4-year higher education institution.

In an interview with the SCSU student newspaper on Oct. 17, 2010, Dr. David DeGroote, dean of the college housing, the Aviation Department stated there were "large numbers of similar programs being closed around the country due to the slowing airline industry and high costs associated with program upkeep."

CONTINUED ON PAGE 51



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Taking political action

Over the course of more than 70 years, AOPA has developed specialized skills and organizational structures to support our core mission—protecting your freedom to fly. Today I'd like to talk about one of the most specialized organizations under the AOPA banner—our political action committee, or PAC.



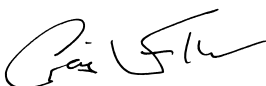
Started in 1980, the AOPA PAC raises money to support political candidates who support general aviation. And that's very different from the other types of advocacy work AOPA does on behalf of our members. Under federal law, AOPA is allowed to spend a portion of your membership dues advocating for general aviation before Congress, federal agencies, and state and local governments. But we aren't allowed to advocate for or against any candidate running for Congress.

Those restrictions don't apply to the PAC, which can and does take direct political action, including providing financial support to individual candidates, endorsing specific candidates at election time, and providing specific information about candidates and where they stand on general aviation-related issues.

Today, 101 members of the House and 29 members of the Senate belong to congressional general aviation caucuses. These lawmakers have pledged to consider the views of the general aviation community as they make decisions that will affect us for decades to come—decisions about FAA funding, NextGen implementation, aviation fuels, and more. Their dedication deserves our support come election time.

Right now is a critical time for the PAC to build the strength it will need to support key candidates in the next election cycle—and contributing to the PAC is an easy way to get engaged that can make a real difference for the future of GA. A strong PAC shows decision makers that pilots take their flying seriously. It shows that we are committed to ensuring that GA thrives, and the freedom to fly is protected for us and for future generations of aviators.

I hope you'll join me and thousands of your fellow pilots in making a contribution to the AOPA PAC by visiting us online at www.aopa.org/members/pac. Together, we can make sure the voice of GA is heard loud and clear on Capitol Hill.



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.



Bill Blake



Signs GA Is Getting Stronger!

I attended the “Michigan Legislative Aviation Day” in early March hosted by the Michigan Business Aviation Association (MBAA), and the Michigan Association of Airport Executives (MAAE). The day started with representatives of all the aviation interests attending receiving a legislative briefing by MBAA. The principal speaker, the governor’s chief of staff, Dennis Muchmore, followed the briefing. Mr. Muchmore is an avid pilot and AOPA member. He talked about the importance of aviation to Michigan and the nation. As a 1960 Bonanza owner, he understands the rising costs to general aviation pilots. He also recognizes that those purchasing aviation fuel have been paying more Michigan sales tax because of the increasing fuel prices upon which the sales tax is based. Mr. Muchmore is aware that none of the sales tax is going directly to the state aviation trust fund to support aviation. Although Mr. Muchmore made no promises, I believe if HB 4025, which would dedicate some of the sales tax on aviation fuel and aviation products to the state aviation trust fund, were to pass, he would be a knowledgeable advisor to the governor in his decision in signing the bill.

With that in mind, the attendees spent much of their time during the legislative luncheon that followed in the capitol, reminding legislators of the importance of aviation to the state and promoting the passage of HB 4025. Representative David Agema, the sponsor of the bill, was also present promoting the bill as well. There has been no movement on the bill thus far. However, I expect activity to pick up over the coming months.

On March 29th I attended the “Missouri Aviation Day” and luncheon at the state capitol. Later I was with a group of aviation interests that met with Governor Jeremiah W. (Jay) Nixon for the signing of a proclamation declaring March 2011 “General Aviation Appreciation Month” in Missouri. Prior to the governor signing the proclamation, he made several comments that indicated he clearly understands the importance of general aviation to the state of Missouri. He urged us all to work together to promote and protect general aviation during these tough budgetary times. Missouri Pilots Association President Jim Morris and the chairperson of Aviation Day, Carolyn Morris, deserve

thanks from all of those interested in Missouri aviation for their efforts in organizing this annual event each of the last 5 years. AOPA and a number of other organizations provided financial support for Aviation Day.

I also attended the combined spring conference of the Missouri State Aviation Council (MoSAC) and the Missouri Airport Managers Association (MAMA) at Lake Ozarks, Mo., April 13-14. As requested, I made a presentation on national issues facing aviation from the AOPA perspective. We have all heard that general aviation has been struggling recently. There is, however, some good news. According to the FAA, tower activity was up 10% in 2010 over 2009, ATC Center activity was up 7%, and avgas sales were up 1% over those same time periods. These are not huge gains, but maybe they indicate that general aviation’s declining activity has bottomed out and is beginning to turn around. Also, a lot of progress has been made convincing our elected officials of the importance of general aviation. One hundred U.S. House of Representatives members and 29 members of the U.S. Senate have joined the Congressional General Aviation Caucus. Earlier this year, 116 members of the House signed a letter sent to President Obama opposing *user fees*. The president’s budget proposal issued later did not include user fees.

The Missouri Aviation Day and the Annual Aviation Conference were the first two events I have attended since having Missouri added to my AOPA Great Lakes Region. I received a warm welcome from everyone that I met.

I received a similarly warm welcome on my first trip to Iowa when I attended the annual Iowa Aviation Conference in Des Moines, April 20-21. Attendees had similar concerns to those attending the Missouri conference. There were presentations and discussions about federal airport improvement program funding, NextGen implementation, and promoting and protecting aviation and airports.

I hope anyone who sees an opportunity for AOPA to help with an Iowa and/or Missouri aviation issue (as well as issues in my original five states) will contact me. AOPA will continue to work to promote and protect general aviation at the national, state, and local level. For more information on any issue affecting general aviation, please visit our website at: www.aopa.org. □

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www.airventure.org

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

AOPA's Political Action Committee... How it works & why it is important.



Craig Fuller

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

Like most multifaceted organizations, AOPA is made up of a number of divisions that specialize in serving our members in specific ways, allowing each division to develop the expertise, organizational model, and unique skills it needs to most effectively accomplish its

mission. That's why we have groups dedicated to advocacy, communications, member services, and more.

But federal law also limits how those groups can operate—especially when it comes to advocacy. So while AOPA can represent the interests of pilots and aircraft owners before Congress, federal agencies, and state and local governments, we are strictly prohibited from advocating for or against candidates for federal election.

That's where the AOPA Political Action Committee comes in. The AOPA PAC has been around for more than 30 years, and it serves a vital role in protecting our freedom to fly. The PAC can, and does, take direct action to endorse candidates and provide financial support at election time.

Who does the AOPA PAC support? Candidates who support general aviation interests, of course.

Believe it or not, the next election cycle is already ramping up, making this an important time for the AOPA PAC to demonstrate its financial strength. Candidates for office want to know that the PAC will have the resources to support them if they find themselves in tightly contested races.

We are fortunate to have 29 Senators and 101 members of the House taking part in the general aviation caucuses. Through their participation, they have pledged to consider general aviation's point of view before voting on issues that can affect our flying now and far into the future. Their support can make the difference when it comes to issues like FAA funding, the future of avgas, and NextGen implementation. And that's why they deserve our support.

All year I've been encouraging AOPA members to get more engaged with general aviation. There's no easier or more effective way to do that than by making a contribution to the AOPA PAC. Your contribution, when added to those of thousands of your fellow pilots, can help ensure that the general aviation community has a voice in Congress today and tomorrow. I encourage you to join me in becoming a contributor to the AOPA Political Action Committee. You can learn more about what the PAC does online at www.aopa.org/members/pac. □

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Is A Corporation Or LLC Right For You And Your Aircraft?

by Gregory J. Reigel

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You have probably read the ads in several of the aviation magazines suggesting that aircraft buyers should “incorporate in Delaware,” etc. Also, quite often an aircraft buyer’s accountant or attorney will recommend that he or she form a corporation or limited liability company (“LLC”) to own the aircraft. But does this make sense? In most cases it does. Let’s talk generally about two of the most common types of entities, a few of the benefits of using those entities to purchase an aircraft, and the regulatory concerns that may be encountered.



Greg Reigel

Types Of Legal Entities

A variety of legal entities are available for ownership of an aircraft: partnership, limited liability partnership, corporation, LLC, etc. Two of the most common are the corporation and the LLC. A corporation is owned by all

of its shareholders, who own the stock of the corporation. A shareholder’s stock certificate(s) is evidence of the shareholder’s ownership in the corporation. The corporation has a board of directors that elects officers to handle the day-to-day business of the corporation.

An LLC is organized similarly. However, members, rather than shareholders, own an LLC. LLC members do not own stock in the LLC, but simply hold a membership interest in the company that is represented by the members’ capital accounts. Similar to the corporation, the LLC’s members elect a board of governors that elects managers to handle the day-to-day business of the LLC.

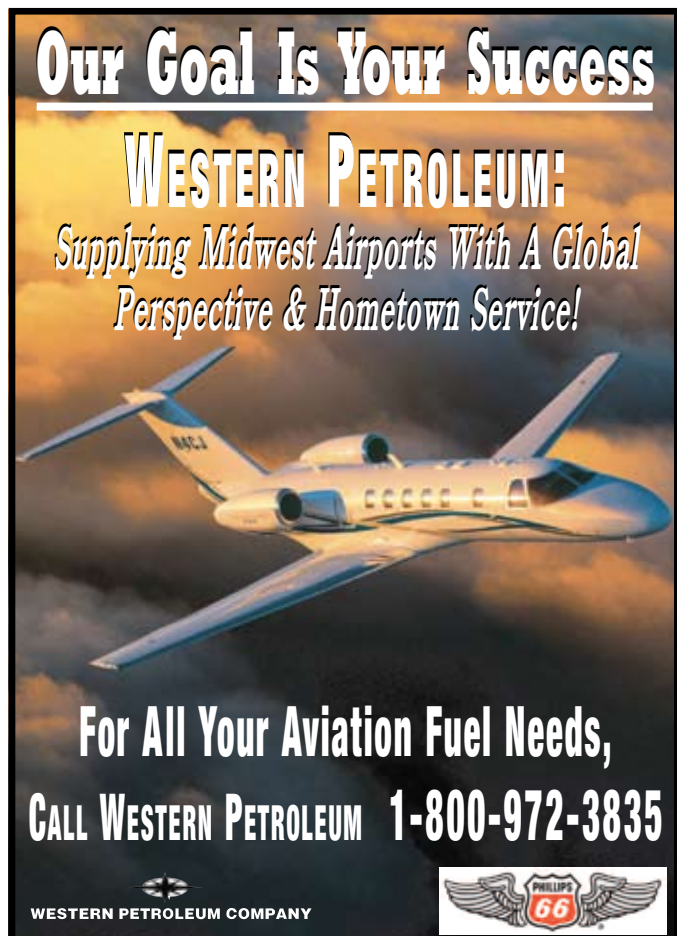
A corporation and an LLC are each treated as a separate “person” in the eyes of the law with an independent existence from their respective owners. Thus, if the owner of a corporation or LLC dies, the entity continues to exist (although an LLC needs to specifically elect to have this continuity of existence). Additionally, the laws governing both types of entities require that certain formalities be observed (e.g. annual meetings, separate checking accounts, maintaining corporate/company books and records, etc.).

Reasons For Using An Entity

Limited Personal Liability. One of the primary benefits of a corporation or LLC is the limited personal liability protection the entity affords. An owner of a corporation or LLC, simply by virtue of that ownership interest, is not personally responsible for the debts and obligations of the entity, other than to the extent of his or her ownership interest in the corporation or LLC. This is in contrast to a sole proprietorship or partnership in which the individual’s mere ownership interest does result in the owner being legally responsible for the debts and obligations of the business.

Similarly, a director/governor or officer/manager is not personally responsible for the debts or obligations of the corporation or LLC as long as the individual was acting within the scope of his or her duties on behalf of the corporation or LLC. For example, if an individual leases a hangar on behalf of a corporation or LLC and then the corporation or LLC defaults under the lease, the landlord cannot hold the individual who signed the lease responsible for the default, unless the individual was not authorized to enter into the lease on behalf of the corporation or LLC or the individual otherwise personally guaranteed or obligated him or herself under the lease.

However, in the context of aircraft ownership, this limited liability protection is not absolute. If an individual, who may be a shareholder/director/officer of the corporation or member/governor/manager of the LLC, is operating an aircraft owned by the corporation or LLC



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and that individual is involved in an accident or incident that results in damage to property or personal injury, that individual could still be held personally responsible for his or her negligence, etc., in addition to the corporation or LLC. Also, if an individual acts outside of the scope of his or her authority to act on behalf of the corporation or LLC, he or she may be held responsible for any consequences of those actions.

Confidentiality. Typically, a corporation or LLC can be formed and filed with the governing state without disclosing the names of any of the parties involved, other than the incorporator or organizer for the entity. However, this confidentiality does not apply equally to the registration of an aircraft with the FAA. A corporation may register an aircraft in its corporate name with a corporate officer executing the application for registration. However, although an LLC may also register the aircraft in the name of the LLC, an LLC statement disclosing the names, addresses and citizenship of the individual members will need to be executed and filed with the FAA to confirm that U.S. citizenship requirements are met.

Tax Reasons. A corporation's or LLC's ownership of an aircraft may provide tax benefits that may not otherwise be available to an individual or partnership (depreciation, deductions, etc.). However, each situation is different and must be analyzed by a tax professional to determine the

availability of such tax benefits.

Regulatory Concerns

Although an aircraft buyer may be able to benefit by using a corporation or an LLC for his or her ownership of an aircraft, the aircraft buyer also needs to be aware of the regulatory issues that may result from this ownership structure. One of the primary regulatory concerns may arise when an aircraft is purchased by, and operated from, what is commonly referred to as a "flight-department company." In this scenario, the buyer, which may be an individual or a business, purchases an aircraft. Intending to limit personal liability, the buyer forms a separate corporation or LLC to own the aircraft. The corporation or LLC then operates the aircraft for the buyer under FAR Part 91.

Unfortunately, if this arrangement isn't structured properly, the FAA could view the corporation's or LLC's operation of the aircraft on behalf of the buyer as a commercial operation requiring an air carrier certificate. Accordingly, any operation of the aircraft by the corporation or LLC on behalf of the buyer without an air carrier certificate could subject the pilot(s) actually flying the aircraft to an FAA enforcement action and subject the corporation or LLC that owns and operates the aircraft to a civil penalty action.

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Similarly, depending upon how this arrangement is structured, the Internal Revenue Service could view the corporation's or LLC's operation of the aircraft as a commercial operation requiring the collection and payment of Federal Excise Tax on any flights performed on behalf of the buyer. Alternatively, a private operation may only require the collection of sales tax.

Conclusion

Using a corporation or LLC to own an aircraft can provide benefits to the aircraft buyer. However, each situation is unique and must be analyzed to confirm that the aircraft buyer will actually receive the benefits expected and that the ownership arrangement will comply with the regulatory requirements anticipated by the aircraft buyer for operations under FAR Part 91. As they say, "the devil is in the details." Aircraft buyers desiring to use a corporation or LLC for purchase of an aircraft should work with a knowledgeable aviation attorney to ensure that the transaction is structured appropriately to meet the regulatory requirements applicable to their particular situation.

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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). □

How Best To Avoid State & Local Violations of Law Affecting Aircraft Operations

by Joseph J. Vacek, J.D.

Attorney-At-Law

Assistant Professor, Aerospace
University of North Dakota

“**W**ow, what a

perfect spot,”

Steve thought to himself as he crisply banked his float-equipped Cessna 182 to reconnoiter his landing spot. “This is going to be a perfect afternoon.” He had taken the afternoon off to do some fly-in fishing with his wife, and they had no particular destination in mind; just hunting around for an ideal, secluded fishing hole. Of course, Steve had done his homework – reading through the Federal Aviation Regulations (FARs), calling the Department of Natural Resources to see if there were any restrictions, and getting a briefing from DUATS, following up with a call to Flight Service.

Steve was proud enough of his landing. He stopped just where he wanted to about 100 feet from where the lakeshore curved sharply away toward some small, rocky outcroppings, which were sure to be home to a few big, succulent Lake Trout.

“How could it be more perfect



Joe Vacek

than this?” Steve thought as they set the anchor and went about getting out the fishing rods and tackle. Just then he spotted a boat speeding straight towards them. It had flashing police lights and he heard its siren blaring and an officer yelling at him to put his hands up.

Steve's only mistake was landing his floatplane too near the town on the lakeshore back around the bend. He had done his homework, read his charts, and gotten his briefings, but Steve did not realize there was a municipal law against landing so close to the town, and got himself involved in the newest headache for general aviation pilots – aviation criminalization.

While Steve's story didn't happen exactly that way, and the person's real first name was changed for this article, it represents several stories like his that have happened, and are coming true more and more frequently.

The heightened focus on security in general aviation and the generalized public fear of airplanes stirred up by the media are taking a toll on pilots. Situations that used to end up as hangar tales now appear on the docket at the local courthouse.

Don't take this as another woe-is-us editorial bemoaning negative media attention and the general public's culture of fear. The fact is state and local government have the power to

Ask Pete!

by Pete Schoeninger

Email your questions
Pete.Harriet@gmail.com



Pete Schoeninger

Q: A friend mentioned that his six-seat airplane has a “zero fuel weight” of such and such pounds. What is that?

A: For structural reasons, the engineers who design airplanes calculate the maximum cabin load that can withstand the maximum G load an airplane is designed for. To keep structural weight

down, they may design the airplane to carry a maximum cabin load of say 1100 pounds, but the airplane has a useful load of 1600 pounds. The last 500 pounds then would have to be in fuel, located in the wings. So, you couldn't load 1400 pounds of freight in the cabin, and then put in only 200 pounds of gas in the wing tanks. □

regulate aviation above and beyond the FARs. It has always been that way, and although some argue that it shouldn't be that way, it is that way. They are just starting to flex their police muscles more now.

Local police are enforcing what would have once been left to the FAA to deal with years ago. Two recent examples come to mind:

About a year ago in 2010, two pilots landed their small skiplanes on Lake Calhoun in the city limits of Minneapolis, Minnesota, to walk to a nearby cafe. Despite getting weather briefings and checking the state and city websites to make sure it was okay, they were given a police escort back to their aircraft and ticketed for their landings.

Later that year, a pilot was arrested for landing on Tybee Beach near Savannah, Georgia, to go for a walk, as he had done on other beaches many times before. Police arrested him for reckless conduct and operating a motorized vehicle on the beach.

These pilots were not pulling stupid pilot tricks. They were just using their aircraft to their full potential. And although our training does prepare us to do that, unfortunately it doesn't prepare us to navigate the tricky zone between flying legally and landing legally.

It is clear, legally speaking, that only the FAA may regulate aircraft while they are in flight. However, it gets muddy when those same aircraft land someplace, especially off airport property. No matter where you learned to fly, learning the FARs was relatively easy because they always stay the same no matter where you are. Learning about the laws on the ground, however, is another matter altogether.

All 50 states, and sometimes even the municipalities inside them, regulate things aircraft can do on the ground to some extent. Here is an example:

In Minnesota, you may not drop objects out of your aircraft unless you have obtained permission from the landowner, or the commissioner of aviation, or you are subject to a fine of up to \$1,000.00 or jail time up to 90 days. Yikes! But doesn't FAR 91.15 specifically allow you to drop things? Yes, but the state can regulate that object when it hits the ground, and the aircraft that dropped it by implication. Wait, here's another:

In Washington, a Certified Flight Instructor (CFI) who signs a student off for a solo cross country must ensure the student is carrying a survival kit, or face a \$500 fine or jail up to 6 months. There is no FAR that requires a survival kit to be carried in the lower 48 states, right? Right, but it is the law in Washington. There are examples like these in all 50 states. What's a pilot to do?

Well, we pilots are pros at the art of preflight planning, and this is no different. You are subject to the rules of your state and your municipality when you're on the ground, just as you are subject to the FARs when you are in the air. Luckily, you don't have to be a lawyer to figure those rules out. Here's how to do it:

Google your state's laws (e.g. "Illinois statutes" or

"California laws"). All states post their rules, or codes, online. Go to the official state website that hosts your code, and find the search function. Type in "aviation" or "aeronautics." After a bit of searching, you will start to see similar numbers come up. Those numbers (such as Chapter 360 in Minnesota and Title 14 in Washington, for example) contain all the state's rules about aviation. Now search for that number only, and you will find all the laws about aviation in your state. Read them, print them, and tuck them in your current FAR/AIM for later reference.

Similarly, you should become familiar with any municipal or local rules regarding aviation in your town or city. An excellent source for this is www.municode.com. Search in it the same way you would your state laws.

Although searching out more rules and regulations is cumbersome and not fun for most of us, you should do it to avoid a confrontation with over-zealous police if you decide to use your aircraft to its fullest potential. Such incidents are not good for you or the face of general aviation. So do your planning like the professional pilot you are, and remember to check your state and local rules periodically. Had Steve done so, it would indeed have been a perfect day!

EDITOR'S NOTE: Joe Vacek is an aviation attorney and teaches aviation law at the University of North Dakota.

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Auto Pilots – Different Types & How They Work!

by Michael Kaufman, CFII



"The S-Tec 55X is a modern rate-based autopilot with (GPSS) roll steering."



Michael Kaufman

When learning to fly in the mid 1960s in a Champ, the word "autopilot" was something you read about in the aviation magazines of that time. My

first personal experience was flying a Mooney, which had what was then referred to as "PC" (Positive Control). In fact, it was an autopilot that was on all of the time except when you pushed the button. If John F. Kennedy, Jr. would have had this device and would have let go of the button, he would probably not have experienced his fatal crash.

Today, autopilots are an important part of most aircraft that come off the production lines and may even be available on some light sport aircraft. When traveling by light aircraft, the autopilot is famous for allowing the pilot to be more relaxed when arriving at his destination. On the other hand, aside from the safety and fatigue factors, there is a drawback to autopilots. We as pilots

have become so dependent on autopilots that our flying skills, especially instrument skills, have deteriorated to the point that we are an accident ready to happen should the autopilot

fail in IMC conditions. An interesting question appeared on the application from Flight Safety where I will be doing some recurrent training next month. It asks: "how much non-autopilot IFR have you flown in the last six months." More comments will be made on this in future issues of *Midwest Flyer Magazine*.

There is so much to say about autopilots, it would be an entire book. First, let us mention the level of sophistication on the autopilot.

The basic autopilot is a wings leveler similar to the Positive Control system I mentioned previously about the Mooney. The next ascending level is to add a tracking device allowing the autopilot to fly a VOR or, perhaps, now a GPS signal. We can add a heading bug and currently describe it as a typical "single-axis autopilot." Most of the single-axis autopilots may be better than nothing at all, but they do a poor job of holding a course in a crosswind. If we add altitude hold, now we are getting somewhere. This can now be considered a "two-axis" autopilot.

In an IFR flight, ATC always gets excited about your altitude...because

that is how they separate traffic. I have had many pilots tell me that they did not need altitude hold. They would just trim the aircraft, and it would hold the assigned altitude for them. Hmmm! I would sure like to find an airplane like theirs that was so stable they did not need any pilot input to hold altitude without an autopilot.

The last level of sophistication is a "yaw damper." This controls the rudder and makes for a smooth flying aircraft. When we were learning to fly, remember the instructor telling us to use the rudder to keep the ball in the center? This is what the yaw damper does. Some aircraft are so stable with a two-axis autopilot that they don't need a yaw damper – a Cessna 182, for example. On the other side is my V-tail Bonanza where my wife tells me to turn on the yaw damper if we encounter even the slightest bit of turbulence.

So, how well do yaw dampers work? To answer that question, a veteran airline passenger sitting near the back of the airplane would surely become nauseated in even the slightest amount of turbulence without the yaw damper. Most airliners have two yaw dampers in the event that the first one would fail. In light planes, my V-tail Bonanza with a yaw damper will ride smoother in rough air than a Cessna 182 without one. We have now covered the basics of autopilots in design without adding a lot of sophistication.

How do autopilots work?

Many of us may think of an autopilot being a super device that would make Albert Einstein scratch his head, but the concepts are relatively simple. Bill Hale, one of the flight instructors in the Beechcraft Pilot Proficiency Program with me, designed and built his own autopilot for a certified aircraft! Bill did the research and paperwork necessary to get it certified by the FAA in his Beechcraft Bonanza. I have to mention that Bill is a retired Hewlett Packard electrical engineer.

There are two basic concepts in



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autopilot design, which are used widely in our aircraft today. They are "ATTITUDE BASED" and "RATE BASED," and I will describe both concepts with the pros and cons of each.

The attitude-based autopilot is located on the attitude indicator on your instrument panel. The attitude-based design is a smoother flying autopilot than is the rate-based design, but is more prone to failure. Research shows that an attitude gyro failure rate is about 2,600 hours, compared to 8,000 hours for the turn coordinator. That is one of the main resources in the rate-based system. Another negative factor with an attitude-based autopilot is that the attitude gyros are typically driven by a dry vacuum pump that has a failure rate of about 650 hours. King Avionics manufactures mainly attitude-based systems, and Century manufactures both types depending on model. I must say that in my exposure to autopilots, the King KFC-200 has shown to be a very reliable and maintenance-free unit. S-Tec manufactures mostly rate-based autopilots that we will look at briefly.

Many of the attitude-based autopilots – including almost all two and three-axis autopilots – are coupled to both the attitude and heading indicators. (Most simple wing-levelers, on the other hand, are coupled only to

a turn coordinator and are rate-based systems.) An attitude indicator in an autopilot-equipped airplane has two pickup coils, one to sense the bank angle and the other senses the pitch angle. There is also a third pickup coil in the heading indicator or HSI, attached to the heading bug that is used to drive the autopilot's heading-hold function.

The rate-based system, though not as smooth in my opinion as the attitude-based system, obtains its flight information from the turn coordinator and "accelerometers." Accelerometers are small switches that are placed in different locations on the aircraft and open and close with movement or turbulence. Rate-based systems, using turn rate rather than bank angle, form the attitude indicator that will cause the aircraft to turn at the same rate regardless of aircraft speed. The attitude-based system using bank angle will cause the aircraft to turn faster as airspeed increases. In both instances of attitude and rate-based systems, the information from the sensors are fed into a computer that controls the servos which move the aircraft controls at the autopilot's commands.

Different aircraft flight characteristics cause the autopilot manufacturer to write different software for different aircraft. This is why the same autopilot removed from a Cessna Centurion

will not work in a Beechcraft Bonanza and vice versa; the software must be rewritten! Some autopilots have their directional control connected to the rudder, rather than the ailerons, which is why the factory must do the install and flight test on the first of a particular aircraft series. I once picked up a new Maule amphibian at the S-Tec autopilot factory for delivery to its new owner for training. The flight characteristics required factory installation, and the directional servo was controlling the rudder. I spent several days in Texas as they rewrote and retested the aircraft numerous times before releasing it back into the field.

So much for "Autopilot Basics 101!" In future issues of *Midwest Flyer Magazine*, I will disclose "My Favorite Autopilot," autopilot maintenance and failures. We will examine autopilot-related accidents and some autopilot glitches that could save your life. We will also discuss GPS-steering and altitude preselect.

Fly safe and always have a tailwind!

EDITOR'S NOTE: Michael "Mick" Kaufman is the program manager for the Beechcraft Pilot Proficiency Program and a flight instructor operating out of Lone Rock (LNR) and Eagle River (EGV), Wisconsin. Kaufman was named "FAA's Safety Team Representative of the Year for Wisconsin" in 2008. □

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Maintaining IFR Currency In Your Comfort Zone!

by Harold Green, CFII

Maintaining legal IFR currency can be a challenge if we are not flying frequently. Hopefully this discussion will assist in reducing that challenge.



Harold Green

First, let's make a distinction between "legal" and "safe."

Legal is defined in FAR 61.57(c) and basically requires that every six (6) months instrument-rated pilots accomplish six (6) instrument approaches, holding procedures and intercepting and tracking courses through the use of navigational systems. This can be in an airplane, simulator, or flight training device. If you have not done this you may do

so with a safety pilot on board within the second six (6) month period. If not accomplished within a twelve (12) month period, you must receive an Instrument Proficiency Check (IPC) from a Certificated Flight Instrument Instructor (CFII). We will have more to say about the requirements on the safety pilot later.

Now consider what constitutes safe: Safe is when you can complete your flight within your comfort zone with the issue never in doubt. Let's face it, the legal requirement of an average of one (1) approach a month with one (1) holding pattern in six (6) months is not very conducive to peace of mind while flying actual IFR.

The first step in reducing tension is to maintain familiarity with the IFR environment, both regulatory and actual. You can do this by always filing IFR whenever you fly cross-country, even short trips. This keeps you current on radio procedures and working within the system.

The second step in keeping instrument safe is to fly in actual Instrument Meteorological Conditions (IMC) whenever possible. No matter how long you have been flying, flying into actual IMC gives you a mental hiccup at first. The more frequently you fly IMC, the less the transition time to a comfort level. Therefore, when you have an IMC day within

your personal limits, go ahead and file and fly even if it's to get a \$200.00 hamburger. Of course, consideration for the possibility of thunderstorms, ice, fog and low minimums must be taken into account. You are gaining valuable experience and confidence, even if the ceilings are high at your destination, or your destination is in Visual Meteorological Conditions (VMC). If you want to take along a friend as safety pilot, fine. Just remember, if you are planning on using a vision restricting device or if you are six (6) months out of currency and therefore require a safety pilot, that pilot must be able to act as Pilot In Command (PIC) in the aircraft under the conditions of flight. NOTE: That's anytime you are unable to fly by visual references, whether you are using a vision-restricting device or are IMC. This means the safety pilot must have a current medical, be rated in the aircraft and, if you are IFR (not IMC, because at this point the safety pilot must be qualified to act as PIC), the safety pilot must have an instrument rating.

Now let's look at methods to make your currency efforts more effective, less stressful and hopefully less costly. The following information assumes you are going up just to maintain proficiency, but the principals apply to cross-country flight as well.

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There are two things that grow rusty first. Actually, they are two branches of the same tree. "Scanning" the flight instruments goes rapidly unless practiced. Most occasional pilots need to work on restoring their scan. Next, when training for your ticket, you developed the habit of reaching for something, like a radio without looking until you touch the controls, then you glanced, with minimum head movement, to make sure you were touching the proper control. Then without looking, you turned the knob and again glanced momentarily at the result until you achieved the setting you needed.

This accomplished two things for you: It enabled you to keep your scan focused on the flight instruments, and reduced the possibility of inducing vertigo.

Plan your flight in advance because just like a good landing begins at pattern entry, a good instrument flight begins before you get into the airplane.

It is best to visualize the entire flight in general terms. If you are planning on a series of approaches at the local airport, know which approaches are in use and the sequence in which you intend to execute them. If you plan to ask Air Traffic Control for a full missed approach sequence, have that in mind also. In doing this you have relieved yourself of a great deal of stress, minimized surprises, and will likely get what you request from ATC if traffic permits. Once you have a plan, you can develop alternate plans as you go.

Of course you have to check weather in advance and listen to ATIS or ASOS so you know what runways are in use, and what the wind and local weather are like. Also, you have to conclude that the ceiling and visibility are within your personal minimums.

Enroute charts tend not to be so intimidating as approach plates. However, we would be remiss if we didn't point out that unless you are a frequent flyer, a review of the charts and particularly their legends, is much in order. Even if you are just going to a nearby airport, use of the enroute chart will keep you on top of the situation and the FAA will like you a whole lot more should you be part of a ramp check.

Approach plates offer a final road map to your destination, and there are a few things to consider.

First, recognize that the airport to which the approach applies is irrelevant until you are on the ground and you can worry about taxi routes later. That's because approaches are the same anywhere in the U.S. So studying approach plates is the same everywhere. If you feel you are uncomfortable with the documents, then sit down and study them. If you use National Aeronautical Charting Office (NACO) charts, better known as simply "government" (issued) charts, a good place to begin is with the information at the front of the book. (Jeppesen charts have the same information, but we will limit our discussion to NACO charts. All the



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symbols are interpreted there and you will be amazed at what additional gems of information you may find.

For example, departure minimums and alternate minimums are there, along with other good things that will delight and amaze you. So if you don't understand every little symbol on your approach chart, you can go there and find it. Come to think of it, you should understand every little symbol on the approach chart. When you become adept at reading charts, you don't have to plan that far ahead, but until then, a bit of a head start can't hurt.

Well, what things are important? Remember your initial instrument training: missed approach procedures, altitudes, radios and radials, headings, times if appropriate, and communication frequencies all count. These things are all right before your eyes. Study them before each flight and you will soon become adept at reading new charts quickly and accurately. The briefing panel along the top of the chart is a good way to start. Just have a method and use it.

Before reaching the final approach fix, my instrument students are to know the first stages of the missed approach sequence, including the missed approach point; time from the Final Approach Fix (FAF), if applicable; and the appropriate minimum approach altitude, along with the number and methods of identifying step down fixes before the missed approach point and the necessary course. Because the step down fixes have a clearly marked

minimum altitude and are usually a ways out on the approach and not too close to the ground, I only require that my students know how many and where. They can always check the altitude before they get there. If you have done this properly, the approach will hold no mystery for you.

Next, having decided what we are about to do, we need to decide whether or not we should file a flight plan. If it is VFR and we have a safety pilot, we can always ask to do the approaches VFR. Since we are trying to maintain our currency and hopefully our competency, why not just file IFR? You can do this in the manner appropriate to your airport. I have found it helpful to make a notation in the remarks section of the flight plan stating the purpose of the flight if it is not for travel. This alerts controllers to what you are about to do and ATC will usually be quite helpful. A notation such as: "training flight" can be quite helpful.

Before the flight think about cockpit organization. While this is a mundane subject akin to cleaning house, it is one of the most important to smooth IFR operations. Most of us had reasonable cockpit organization during our IFR training, but all too often it is forgotten when we haven't flown for a while.

First, arrange charts so that there is immediate access to those you know you will need and reasonable access to charts you MIGHT need. (Have you ever noticed how difficult it is to reach something in the back seat?) Make sure your charts cannot pop out of the holder and produce a rain of charts within the cockpit.

Second, a knee board or some equivalent which requires a minimum amount of head turning to access for reading or writing is invaluable. NOTE: A string attached to the knee board and a pencil prevents minor disasters.

Third, a yoke clip or other means of securing charts in front of you is very important. Remember, turning your head, especially while looking down, is an excellent way to induce vertigo. If you have never experienced vertigo, you are missing one of life's truly attention getting moments, which can lead to total disaster in the air. Therefore, try to set up everything to minimize the need to turn to see approach charts or whatever.

Fourth, if you are flying with a non-pilot passenger, explain to them that there are times when you won't be able to talk to them. If your audio amplifier has a pilot isolation switch, there are times when this can be very handy.

The following assumes, for illustration purposes, that we are going to Dane County Regional Airport in Madison, Wisconsin (KMSN) from Middleton Municipal-Morey Airport, Middleton, Wisconsin (C29) to practice approaches.

Before leaving the ramp, set up the navigation equipment. This includes frequencies in the order you intend to use them. Then set up the navigation equipment for the first anticipated approach including Omni Bearing Selector (OBS) settings to remind you of the final approach on an Instrument Landing System (ILS). This includes cross checking VOR radials, etc. Note: After takeoff and picking



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up clearance, we can shift the radios around if we want, but this set up gets us into the system with a minimum of knob tweaking during the very busy first stages of flight. Then, since you know what approach you are going to fly, set up the navigation frequencies, or if it is a GPS unit, load the approach including the anticipated transition waypoint. Lastly, just before takeoff, make sure your gyro has been matched to the magnetic compass. If you know your initial heading, set the heading bug to this heading.

If you fly out of a controlled airport, picking up your "clearance" is simple. You talk to clearance delivery or ground control. If you fly out of a non-towered airport, picking up your clearance is different. Generally, you can pick up your clearance via landline, by radio on the ground, by remote communication outlet (RCO), or in the air after departure if conditions are VFR.

Let's assume you have elected to depart VFR and pick up your clearance in the air. This typically creates tension for pilots. The secret here is to rehearse in your mind what is going to happen. Your clearance will contain a time limit, an altitude, a route and a squawk. There are minor variations such as "Maintain 3,000, expect 5,000 10 minutes after departure. Just fill it in on your kneepad. You can even develop a shorthand of your own. Then since we assume we have picked up the clearance in the air, we usually hear "1234A, can you maintain your own obstruction and terrain clearance up to 2700?" Of course if you can, you say "Roger" or "Affirmative." Then you will hear something like "1234A, upon reaching 2700, turn to heading 360 and expect vectors for the ILS 18 at Madison." You are then off and running.

Now let's talk about flying the airplane. First, remember the old adage: Aviate, Navigate, Communicate. One of the most frequent problems I find is a tendency to drive the airplane. That is, pitch it up or down while adjusting power to produce the speed and climb or descent desired. Make it a rule to trim the airplane to produce the speed you want with the power setting in use. Typically we only work with a few power settings: full power for climb, a cruise power setting, a cruise descent, and an approach setting. If you do this you have reduced your workload mightily. If you know the power setting for each phase of flight, you can trim for the speed you want. If you don't know these numbers, make it a point to learn them. This reduces your workload significantly, and the airplane will require a lower scan rate allowing you to work with navigational equipment or copy clearance amendments if necessary. All general aviation aircraft are inherently stable -- some more so than others -- but all can be trimmed to perform as you want. So as you climb out, you have trimmed the airplane for the desired climb speed at the power setting. Now the airplane is relatively stable and you can listen to ATIS and proceed with your approach procedures and communications.

EDITOR'S NOTE: Harold Green is a CFI at Morey Airplane Company, Middleton, Wis. □

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(L/R) Dr. John Beasley with Phil Winiger.

When bad things happen to good people!

...for he maketh his sun to rise on the evil and on the good, and sendeth rain on the just and on the unjust."

Matthew 5:45

by Dr. John Beasley, M.D.

Aviation Medical Examiner

Professor Emeritus and Clinical Professor

Department of Family Medicine

University of Wisconsin - Madison

I'm a pretty secular person, but that seems to sum things up pretty well.

Today I received the news of the early death of my friend Phil Winiger, flight school manager with Wisconsin Aviation, Madison, Wisconsin, from cancer diagnosed only 8 weeks ago. He was really a very healthy and low-risk person.

I was his airman medical examiner, and always looked forward to certifying him as one of my "no problems" applicants. And, in turn, I went to him for some of my instrument proficiency checks (IPC) and biennial flight reviews (BFR). Not because we "traded" favors, but because I knew he would give me a good workout; always kind and considerate and with plenty of good humor. At the same time Phil would give me the expert instruction needed to help me be a better pilot. And we had fun. On my last IPC with Phil, the dialogue went something like this:

"Uh.... John, this would be a more comfortable ride if you would keep the blue half up and the brown half down!"

"Half of WHAT, Phil?"

"That large round thing that's in front of you."

"Oh, THAT thing?"

"Now you're getting it."

Phil is gone now, but I'll sure try to remember to try to keep the blue up and the brown down. I'll remember Phil every time I look at that thing in front of me. *Attitude.*

And bad things do happen to good people. Often we are helpless to prevent this. One of my friends who heard of Phil's illness emailed me and asked if he should be screened for early disease. My response was simply "no." There are risks in all of life and random screening probably wouldn't have helped. "Low risk" is not "no risk."

As an example, a low-risk 50-year-old woman colleague of mine had a cardiac arrest while examining a 90-year-old patient in her clinic. The 90-year-old toddled out of the room and said, "Dr. M. doesn't seem to be feeling good." Fortunately, my friend had immediate resuscitation and an excellent (read 100%) result. So sometimes we get lucky; sometimes we don't.

As a "doc," all I can do is change the probabilities. Perhaps not even by that much and to my grief, not even for my friends. I cannot control the future. In medicine we offer no guarantees, only our best estimates of what will be useful to you and what will not.

After that, *carpe diem*, and live so that at the end you can say that you have contributed your best.

Live well, be reasonable, and enjoy the day. Live so that those you leave behind will be grateful for the time you were there. Phil did. □




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Amanda Franklin Passes On



Amanda Franklin

SAN ANTONIO, TEXAS –

Wingwalker Amanda Franklin, who was seriously burned in a March 12, 2011 air show accident, passed away on May 27, 2011 at Brooke Army Medical Center in San Antonio.

The accident occurred when the engine quit on the Waco biplane her husband, Kyle, was flying during their wingwalking routine at Air Fiesta 2011 at Brownsville-South Padre International Airport and they made an off-field emergency landing. Upon impact a fire ensued and smoke oil burned the Franklins. Amanda was trapped in the front cockpit while Kyle attempted to free her, along with emergency personnel.

While Amanda was being treated, her wounds got infected and she developed both kidney and liver problems.

In addition to performing as a wingwalker, Amanda Franklin was a pilot with a tailwheel endorsement and multiengine rating, the business

manager for Franklin's Flying Circus & Airshow and Younkin Airshows, Inc., and the announcer for her brother Matt Younkin's air show routine.

Amanda Franklin is the daughter of legendary air show performer, Bobby Younkin, and the daughter-in-law of legendary air show performer, Jim Franklin.

Kyle, who was also seriously injured in the accident, was discharged from the hospital March 28 and continued outpatient physical therapy, but Amanda remained in critical condition at Brooke Army Medical Center.

Kyle and Amanda began dating in 2004 and were married in 2005.

Amanda began wingwalking full time for their "Pirated Skies" act in 2009. They lived in Neosho, Missouri.

Amanda is survived by her husband, Kyle, mother, Jeanie Younkin, and brother Matt Younkin and his wife Michelle.

Donations to help with medical expenses are encouraged. Go 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. ☐

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Tom & Renee Watry

Wisconsin Aviation Business of the Year (2005)



Front Row L/R: Don Stuber, Jr. (accepting for Donald Stuber); Cathy Stuber (accepting for John Stuber); and Noel Allard.
Back Row L/R: Robert Donahue (accepting for Arthur Donahue); Bob Jaspersen (accepting for Col. Leo Thorsness); Brian Utley; Betty Tanis (accepting for Peter Tanis); and John Mohr.

Air Show Star, Historian & Inventor Among Minnesota Aviation Hall of Fame Inductees

BLOOMINGTON, MINN. – No one could ask for a better backdrop than Minneapolis-St. Paul International Airport (MSP) as hundreds of people gathered at the Ramada Mall of America (Thunderbird) Hotel, April 30, 2011, for the annual investiture ceremonies of the Minnesota Aviation Hall of Fame. MSP is located across I-494 from the hotel.

Among those inducted this year was air show performer, John Mohr

of Vadnais Heights, Minnesota; the inventor of the Tanis aircraft engine preheater, the late Peter Tanis of Glenwood, Minn.; and aviation historian, Noel Allard of Menasha, Minnesota. Other inductees included the first American to die in the Battle of Britain, Arthur Donahue of St. Charles, Minn.; world flight endurance record-holder, Dale "Red" Jackson of Faribault, Minn.; John and Donald Stuber of American



Liz Strohfus accepted for Red Jackson. Jim Hanson represented the Minnesota Aviation Hall of Fame.

Aviation Company, Flying Cloud Airport, Eden Prairie, Minn.; Vietnam combat pilot, Col. Leo Thorsness; and national soaring competitor, Brian Utley of Bloomington, Minn. Receiving the "Best Aviation Writing by a Minnesotan Award" was aviation author, Al Zdon of Mounds View, Minn.

John Mohr performs what is believed by many to be the most entertaining 220 hp Stock Stearman (PT-17) routine in the world, known for executing a perfect, low-level square loop; the lowest "Harrier" maneuver in the industry called the "Harried Pass;" and the world's only biplane-to-helicopter transfer. Mohr is the recipient of both the "Bill Barber" and "Art Scholl" awards for showmanship (2000), and a captain with Delta Airlines, flying the Boeing

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In his hall of fame acceptance speech, Mohr recalled sitting on his father's lap in the family's J-3 Cub, which is still owned by Mohr and his brother, Jim. Five generations of the Mohr family have learned to fly in that same Cub.

Mohr recalled some of his earliest attempts at flight, including pulling his brother behind his snowmobile in a Rogollo human kite, which ended up in a pile of sticks and fabric in the snow because the CG was too far aft.

"You've all seen a kite with no tail," said Mohr. "That's the ride Jim got just before he crashed. Then there is the surplus parachute we bought ...that's another story!"

After Mohr's father soloed him in the Cub on floats at age 14, John moved to International Falls, Minn., where he worked and lived with Francis Einarson and his family of Einarson Bros. Flying Service. *The rest is living history!*

Betty Tanis, widow of the late Peter Tanis, inventor of the Tanis aircraft preheater, and founder of Tanis Aircraft Services in Glenwood, Minn., spoke of her husband's accomplishments. Using specialized heating elements to

heat the entire airplane engine, from cylinder heads to the case and the oil, Tanis heaters became – *and still are* – an industry standard.

Noel Allard authored two books on Minnesota aviation history, including "*Minnesota Aviation History, 1857-1945*." He also wrote articles for various aviation magazines, including a mystery airplane column for Minnesota Flyer.

Special guests at the banquet included former U.S. Congressman, Jim Oberstar, who pointed out what he did right for aviation while in office. The Minnesota Aviation Hall of Fame is a non-profit Minnesota corporation, recognized by the State of Minnesota as a means of honoring its pioneer and historic aviation persons in a lasting and significant way. An exhibit featuring all plaques is presently located in the terminal building at Duluth International Airport.

The 2012 Minnesota Aviation Hall of Fame investiture ceremony will be held April 28, 2012, again at the Ramada Mall of America (Thunderbird) Hotel. □

Tanis Opens Flying Cloud Office

GLENWOOD, MINN. - Tanis Aircraft Products has opened administrative offices at Flying Cloud Airport (KFCM) in Eden Prairie, Minnesota, located 12 miles southwest of downtown Minneapolis at 14871 Pioneer Trail, Suite 200. Tanis



Dirk Ellis heads up Tanis' Flying Cloud office.

has operated its manufacturing facility in Glenwood, Minnesota, for more than 30 years and will continue to produce its line of aircraft preheat systems for both fixed-wing and rotary-wing aircraft.

The Flying Cloud office will house Tanis engineering, sales and accounting operations. The company's manufacturing and shipping operations will remain at Glenwood Municipal Airport (KGHW), approximately 130 miles west of Eden Prairie.

Tanis Aircraft Products President Bob Krueger commented that the company is experiencing growth. Tanis aircraft preheat systems prolong the life of engines that can be severely reduced or damaged by cold starting and cold weather operations. Tanis systems are designed to give quicker starts and faster engine warm-up, saving time and fuel.

See Tanis at EAA AirVenture Oshkosh, July 25–31, 2011, in outdoor exhibit number 286 near Hangar B.

For further information call toll-free in the U.S. and most of Canada at 1-800-443-2136, or at 952-224-4425 (www.TanisAircraft.com). □

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Leineweber To Return To Private Practice Focusing On Aviation & Business Matters

MADISON, WIS.

– Pilot, lawyer and Wisconsin Circuit Court judge, Edward E. Leineweber, has announced that he will leave the bench at the end of June after 14 years to join Bell, Moore & Richter, S.C., a 150-year-old, 17-lawyer firm with offices on the Capitol Square in Madison.



Ed Leineweber

Leineweber, a pilot for more than 30 years, and an aircraft owner, Certified Flight Instructor, former FBO and airport manager, and Wisconsin FAA Safety Team member, plans to concentrate his practice in aviation and business-related matters, including FAA regulatory and certificate actions, real estate and commercial transactions, and litigation. Legal matters in other practice areas will also be accepted, in conjunction with other members of his new law firm.

More information about Bell, Moore & Richter, S.C. can be found at the firm's website bmrlawyers.com.

Ed Leineweber is a contributing editor to *Midwest Flyer Magazine* and currently writes the Sport Pilot/Light Sport Aircraft column in addition to submitting occasional feature articles. Ed can be contacted at edleine@countryrspeed.com or 608-604-6515. □

Do Tailwheel-Trained Pilots Make Better Tri-Cycle Gear Pilots?



Geoff Sobering



John Chmiel

by John Chmiel

A pilot writes, “a very prominent flight instructor used to comment to me while getting proficiency training in my Cessna 182, that he could tell that I had “tailwheel” experience because I knew how to land an airplane in all kinds of conditions. Do you agree that tailwheel pilots make better tricycle aircraft pilots, than pilots without tailwheel experience?

Tailwheel airplanes are not necessarily more difficult to fly than tricycle gear airplanes. They are just less tolerant of sloppy airmanship. The main reason for this intolerance is the location of the main landing gear ahead of the center of gravity (C.G.). This characteristic requires the pilot to align the flight path, longitudinal axis*, and the runway simultaneously during every take-off and

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landing. When these are misaligned, Newton's First Law causes the C.G. to continue in the direction it is headed. If immediate correction isn't initiated, the pilot will experience the exciting maneuver "taildragger" pilots affectionately call the "ground loop." If you want to experience this phenomenon without wrecking an airplane, take a child's tricycle and smoothly push it backwards. It will generally track straight. However, if a turn begins, the turn will continue to amplify. If it is pushed hard enough, the tricycle can eventually tip over.

In a tricycle gear aircraft the C.G. is ahead of the main gear. The tricycle design inherently has the opposite reaction whenever the airplane is misaligned. Newton's Law still applies here, but has the opposite effect for the pilot. The tricycle actually straightens the airplane out for the pilot! If you want to experience this firsthand, take a child's tricycle and smoothly push it forward. It will track generally straight.

The tailwheel airplane is a better instructor with higher standards. The tailwheel airplane reminds the pilot every time the slightest misalignment takes place. It cannot be ignored. The student learns what to look for, how it feels, and how quickly to react. The flight instructor has to say little. It is obvious when a mistake takes place.

The tricycle airplane is a tolerant instructor with lower standards. The tricycle airplane actually helps the student straighten out every slight misalignment during landing. This happens every time, without CFI assistance or acknowledgement. Students learn to ignore alignment cues, unless they are major.

As the tricycle gear airplane is sitting on the ground, its pitch attitude is set. Any readjustment required for takeoff or landing is in the direction of normal rotation: nose up... never nose down. Because the tailwheel airplane requires the tail to be raised or lowered during takeoff and landing, tailwheel pilots are forced to learn proper pitch control techniques.

Takeoffs require the tailwheel pilot to establish the proper pitch attitude by raising the tail as appropriate: tail-high for a stiff or gusty crosswind; or tail-low for a soft/short field. This requires more action by the pilot. Yoke forward until attitude is set, then let the airplane fly off when it is ready.

While raising and lowering the tail during take-off and landing, a tailwheel pilot must be smooth to avoid the gyroscopic effects of the prop. A tailwheel airplane has a greater surface area behind the main landing gear, which increases the weathervaning effect in a crosswind. The pilot must anticipate crosswind weathervaning and the turning tendencies of torque and P-factor.**

Most tailwheel airplanes offer the pilot two landing techniques: the 3-point and wheel landing. The 3-point landing is accomplished when the airplane touches all three (3) wheels simultaneously, is at or near stall speed, and the stick is in the pilot's gut. It's used for short and soft fields.

The wheel landing is accomplished when the airplane is flown onto the runway and the main landing gear touches before the tailwheel is lowered. This will often require forward stick/yoke after touchdown. Stiff gusty winds, improved visibility, and increased control effectiveness are reasons to perform wheel landings. Wheel landings require thorough understanding, practice, and proficiency.

Misalignment of the airplane and runway can happen for many reasons. Tailwheel airplanes by their nature demand proper pitch control. The tailwheel pilot learns how to deal with each. When the tailwheel pilot transitions to the tricycle, the honed skills taught by an intolerant teacher carry over to whatever airplane they fly next, whether it's a tailwheel airplane or a tricycle gear airplane.

EDITOR'S NOTE: John Chmiel is a Master CFI and President of Wausau Flying Service, Wausau, Wis.

* longitudinal axis (the axis which extends from the nose to the tail).

** The FAA defines P-factor, also known as "propeller effect," as the tendency for an aircraft to yaw to the left due to the descending propeller blade on the right producing more thrust than the ascending blade on the left. This occurs because of the tailwheel airplane's 3-point attitude in relation to the relative wind. □

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Summertime Is Flying Time!

by Rod Hightower

President/CEO

Experimental Aircraft Association

After the winter and spring we had in the Midwest over the last six or seven months, there's a tremendous amount of pent-up energy to get our aircraft into the air.

We're now into the months where those glorious sunrises, serene sunsets and weekend flying adventures fit into our calendars and weather forecasts.

I know that feeling very well, especially each time I look at my Stearman and eagerly await the next time I can enjoy the thrill of open-cockpit flying. Even hanging out at the airport takes on a friendlier feel during these months, as hangar doors are open and it's easy to wander next door to see what's going on with our fellow aviators.

Since the start of the year, I've made more than 20 presentations and Grassroots Pilot Tour visits throughout the country, but mostly in the Midwest. It's been a great opportunity to do some hangar flying with EAA members and other aviators. Regardless of the site, once February and March come around, it's always easy to tell that the flying itch is coming back for everyone.

As eager as we are to get back to regular flying in the summertime, there are several things to remember. First, of course, is safety. While we're busy changing the oil and polishing the fuselage for some summer flying fun, let's remember to make sure that our flying skills haven't diminished over the winter months. It's OK to spend an



Rod Hightower flying his Stearman.

hour with a flight instructor or take a little additional time to make a few extra touch-and-goes or crosswind landings to regain that comfortable feeling in the cockpit.

I mention that because it's low-speed maneuvering that is the biggest single cause of GA accidents. Those landing and takeoff abilities are best honed through practice. As pilots, we can never simply take those skills for granted, especially if this past winter greatly curtailed our flying hours.

As the FAA continues its "Transforming GA Safety" initiative and an effort to reduce the number of GA accidents by 10 percent by 2018, the agency will keep an eye on the circumstances of both the pilot and aircraft involved in a mishap. It's up to each of us to keep our skill level high so we can bring down those accident figures without resorting to any additional regulation.

While safety is always the top priority, sharing the passion for aviation is essential. There's no better time to welcome someone to the world of flight than during a beautiful summer morning or evening, whether that person is an old friend or a Young Eagle. (A quick reminder that International Young Eagle Day is Saturday, June 11, *so get out there and fly some kids!*)

If you take a non-aviator flying, remember the flight is not about showing off your dazzling pilot skills – it's about making sure you have created a friend of aviation or, we hope, a prospective aviator. We each must remember to do everything we can to make a flight experience a positive and unforgettable one for our passengers. Each of us needs to do our part to create the next generation of aviators, so welcome others to discover that special "thing" about flying that we already know.

It's also "fly-in" season here in the Midwest, so I encourage you to explore other airports, maybe even one where you've never landed before. And I would be remiss if I didn't extend a personal invitation to join us for the biggest one of them all – EAA AirVenture Oshkosh, July 25-31. Many of our visitors and volunteers come from our own home Midwest region, so you're definitely among friends.

After coming to Oshkosh for years as an EAA member and aviator, it's going to be a change to be inside the kitchen, so to speak, this year. My role will be to watch and learn the many things that take place here and the hard work of the thousands of volunteers that make AirVenture happen.

No matter how big things get at Oshkosh, it's always the individual small things, such as a new skill learned, or meeting an old friend on the flight line, or finding that special aircraft part, that makes AirVenture memorable. I hope you'll be a part of it this year and that I'll have the opportunity to meet you on the flight line as I discover the event in a new way this year as EAA President and CEO.

So, have a great summer and spend it the best way I know how: *Let's go aviate!*



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Part II

What Works – What Doesn't Work To Recruit & Retain Pilots?

by Jim Hanson

In the April/May 2011 issue of Midwest Flyer Magazine, CFII Jim Hanson began a discussion on "Student Starts & Pilot Retention," which he wrote prior to the release of findings from research conducted by the Aircraft Owners & Pilots Association (AOPA). Many of Hanson's observations dovetail with AOPA findings. For instance, AOPA concurs that there is a need for "social interaction" among pilots, that there is "pride and uniqueness" associated with being a pilot, and that aviation can be used to enhance the other things we do in life. AOPA findings also concur that there is a need for FAA reforms. Hanson now explores what works, and what doesn't work to recruit and retain pilots. While much of the discussion is focused on what "flight schools" can do, all pilots need to help recruit and retain pilots.



Jim Hanson

multiple missions, one of which is education for young pilots. All too often, though, CAP becomes a government-supported flying club for the adults, and the kids get less flight time than the adults. Check the logbooks at most CAP squadrons. Also see how many Private Pilots they graduate. CAP is a good program, but needs improvement.

It has become common to offer **aviation scholarships** to young would-be pilots, but that doesn't address OLDER pilots – those persons with the leisure time, interest, and money to pursue flying. If underwriting the cost of learning to fly is a good idea for young people, WHY NOT for older people? Personally, I don't think that aviation scholarships are particularly effective. Those people who WANT to fly usually have a burning desire to do so, and will overcome ANY obstacle to accomplish their goal. I'm sure most readers of this magazine can identify with that. If a brick wall had been built around the airport, most of us would have found a way to get in. If scholarships ARE provided, they should be conditional upon having

There have been a lot of attempts to "fix" the problem. I'll not go into what doesn't work – after all – ANYTHING is worth trying, but some things work better than others. Many attempted "fixes" treat the symptom, but not the disease. The following are my own observations and opinions, and not based on research.

Several aviation organizations espouse a "**mentoring**" program. The dictionary describes mentor as "a wise and trusted advisor or guide." Excuse me, but wouldn't that properly be the role of the flight instructor? I've seen would-be "mentors" actually impede flight instruction -- the well-meaning mentor takes the student up and "shows him how it should be done." I'm all for someone to lend moral support to students, but historically, that support has come from the pilot group around the airport -- instructors and fellow pilots alike. That IS part of what we are missing today...a group of pilot peers.

Would-be pilots naturally seek inclusion into the group, and one of the benefits of becoming a pilot is inclusion into the group. This is a powerful motivator, much more powerful than one person can provide. I'm not saying that pilots shouldn't befriend students, just that their ability to motivate may be limited, compared with peer acceptance by the group.

The **EAA Young Eagles** program is a commendable program to introduce kids to aviation. Hard-working volunteers have given over 1 million airplane rides to kids. I approve of and participate in the program, but there are some follow-up issues. Of those 1 million kids – many of who are of age now – how many have started flying lessons? I'm sure SOME have, but HOW MANY? That's the point...without follow-up, how do we know if it works? If it were REALLY effective, flight schools would be thriving right now, as those kids turn 16 or older. (Editor's Note: Jim Hanson wrote this article before EAA released the results of its study.) I agree with the premise of the program...all we can do is expose a kid to aviation...either it "takes" or it doesn't. The program needs a follow-up to check effectiveness.

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achieved an initial goal, like solo, a given number of hours logged, a rating achieved, or completion of a university block of learning.

Rather than a “free ride,” the scholarship should be in the form of a matching grant, so the student has some “skin in the game.” If a student does those initial steps on their own, they have a good chance of succeeding. Often, something received “for free” is viewed as “without worth.”

A program that has been in place almost as long as people have been flying powered aircraft, is the **air show**. Yes, they are popular – they draw big crowds – but so did the Joie Chitwood Auto Daredevils Thrill Show. Those of us in the industry spend all year telling people that aviation is safe, but on the one day that mom, dad, and the kids come out to the airport, what do they see? Pilots flying upside down at low altitude, trailing smoke. Is it any wonder that moms tell their kids “YOU’RE NOT GOING TO DO THAT!” Is it any wonder that the perception of aviation by the average person is that it is not safe? Air shows have their place. (See below for some suggestions.)

Now that I’ve managed to alienate most of you reading this article, how about if those of you who are left discuss with me some ideas that DO work.

Remember the \$20 (or \$50) “**introductory flight**” coupons? Most FBOs had a local program to do introductory flights for the same price anyway, but requiring people to bring in the coupon made them feel they were getting a deal. It operated much like grocery stores... an item could be on sale at a deep discount, but nobody notices. Require the purchaser to bring in a coupon, though, and they feel they are getting a deal. The price is the same; use it! Another advantage, after the introductory flight, you have the person’s contact information to follow up with them.

Speaking of recycled old programs, how about the **Piper “loss leader” program**? Piper dealers priced a minimal “learn to fly” package of about 8 hours for a price that was break even at best, figuring that if people get up to solo (or close to it), that they would continue, and the flight school would make their money on a completed pilot and associated rentals afterward. There were some limitations: the program had to be completed by the student within

a certain number of days, and the schools got to pick the instruction days (training in optimal weather only). The schools shortened the air work time, picking it up later in the program. Very few pilots quit right after their first solo flight.

Promoting. It’s difficult to sell a small-margin product (flight lessons) in a small market (rural areas) to a limited market (the few people that would like to learn to fly). Radio, TV, and newspapers do not hit the market we are trying to reach for flight training. The best way to reach our market is to get away from the airport and into town.

Every service club is looking for a monthly program. Contact them and be the speaker. Get in touch with the media and volunteer your services in covering news stories with the understanding that they will plug your operation with photo credits or airtime in return. Host a “Chamber After Hours” event for the local Chamber of Commerce... most of those businessmen will welcome the chance to get out of the usual downtown haunts. Contact schools and offer to conduct tours (we use the filter of “3rd grade or above” so we can monitor the kids). Do a Boy/Girl Scout merit badge unit, or even start an Aviation Explorers chapter (division of Scouting).

Instead of putting on your own flight breakfast, partner with a charitable service club in town. You will bring more people to the airport (people might not buy a ticket from YOU, but people rarely refuse the Lion’s Club/Humane Society/Friends of the Library, etc.). You’ll also get help putting on the breakfast, so you can be selling flight training. Of course, make sure your media friends report on it. Don’t be bashful; the media usually *appreciates* people giving them stories to fill their reporting slots.

If your community allows, place a portable sign board at the entrance to the airport road or another prominent place advertising your “special.” If you can’t do that, put it on a pickup truck and drive it around town. Don’t ignore the obvious. If you have a person in the community that does aerial advertising, put your message in the sky (do I have to remind you that summertime, when people are outside, works best?). IT WORKS! I’ve even traded aerial advertising for aviation fuel for the airplane that pulls the sign.

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In place of the traditional air show, try something lower key. Put on an **airport open house**. Showcase what you have to sell. I've never figured out how showcasing aerobatics, clown acts, and pyrotechnics worked out well for an airport unless you were in the business of selling those products. Showcase the following:

- Most airports have a number of diverse aircraft based there or nearby, often, more than even you may realize. Invite the owners of light sport aircraft, antiques, gliders, business aircraft, homebuilts, helicopters, balloons, amphibious seaplanes, and showcase their aircraft on the flight line. Most people have never been up close to these types of aircraft. Better yet, ask the pilots to fly them during the open house.

- Show people having FUN with their airplanes. Boaters, fishing lodges, motorcycles, recreational vehicles. What is the common denominator in all of these industries? They show people having FUN with their purchase; an improvement in their quality of life. We in the industry tend to understate the pure pleasure of flying, and we do so at our peril.

- Have an announcer at the open house...someone able to talk about each of the airplanes. People need to know what they are looking at.

- Set some airplanes up for display. In addition to "show planes," I recommend setting up a display of some common airplanes, the message being "This is what you can buy for under \$20,000, this is what you can buy for under \$40,000, and this is what you can buy for under \$75,000." Every time I've done this, the common reaction is "Hey, my CAR costs this much!" For the same reason, resist having the announcer talk about the value of aircraft as they taxi by. We've all heard announcers talking about the "million dollar P-51." Is it any wonder that people view aviation as a "rich man's sport?"

- Have some static displays in the hangar. In the event of bad weather, it can be a life-saver. Show engines, run some aviation footage on a TV, invite local aviation education schools to participate; they usually have booths already made up. Make sure YOU have a person readily identified as the aviation expert to sell **your** "product" of learn-to-fly, have a trainer to show off, and a "closer" to get

the order from qualified applicants.

- Consider having a kiosk set up as an "information" booth. It has several advantages: a) It identifies you as the "expert," giving you first chance to make a sale. b) The person manning the booth can answer questions ("What kind of an airplane is that?"). c) The "expert" can pre-qualify prospects, and hand them off to an instructor for personal consultation. d) Many people will not approach a sales booth, but *will* ask questions at an information booth.

- Many states have free aviation information available for handouts. Minnesota, for example, has information ranging from aviation connect-the-dots and coloring books to "parts of the airplane" and career guidance information.

- Be cautious about including a flight breakfast with your open house. It's nice to have food available, but it tends to dilute your message, uses up airport staff, and combined parking can be a problem. You'll need the help of every qualified pilot on the field to pull this off, and they are of better service to you working around airplanes than flipping pancakes. Same for Young Eagles flights; if done in conjunction with another event, they tend to be rushed and perfunctory...kids don't feel "special" – they don't have time to ask questions and neither do their parents. Those are best left for a dedicated time.

- Don't make the common mistake of being so consumed with putting on the open house that you don't have the time to actually *meet* with prospective students.

- Make sure you tend to the needs of the people attending your open house. You may put on a perfect show, but if you don't have organized parking, food or water available, or (gasp!) run short of porta-potties, you will lose the goodwill you have carefully nurtured.

- Make sure you involve the media well in advance. Not only will they give you good publicity (hey, it's in their best interest to attract readers, listeners, and viewers), but you will become the one they turn to when they need aerial shots or a comment on a news story. Here's a hint...offer to take them up BEFORE the event, and again DURING the event for coverage. It's a "two-fer." Be sure you have some human-interest stories for the media leading up to the event, someone in the community who has been flying for a long time, someone who has used an airplane to go someplace

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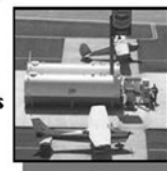


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interesting, or a business that brings customers into the community with their corporate airplane.

The takeaway: This list isn't all-inclusive, but you get the idea. These aren't "magic potions" – just good old-fashioned salesmanship.

EDITOR'S NOTE: In the August/September 2011 issue, we will discuss what we can do nationally to recruit and retain pilots.

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 his 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.

World's Only Airworthy B-29 Superfortress "FIFI" To Return To EAA AirVenture 2011, Along With Hoover, Tippin, REO Speedwagon, Sinise & The U.S. Navy



Wes Morefield

Robert A. Hoover was among friends at Aerospace America, Oklahoma City, Okla., June 17, 1995. (L/R) Performer Steve Oliver, Attorney F. Lee Bailey, performers Robert A. Hoover, Sean D. Tucker and Leo Loudenslager, and air show commentator Dave Weiman.

OSHKOSH, WIS. – Flying again following a four-year renovation, the world's only airworthy Boeing B-29 Superfortress, "FIFI," is scheduled to make a much-anticipated appearance at EAA AirVenture 2011, July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.

FIFI, which is owned by the Commemorative Air Force (CAF) and is a part of its B-29/B-24 Squadron based in Addison, Texas, will arrive Tuesday, July 26, and stay throughout the week, joining hundreds of other warbirds on display at the 59th annual fly-in convention.

The Boeing B-29 Superfortress, one of the greatest airplanes of World War II, is scheduled to fly during the afternoon air show on Friday, July 29, as part of the daylong veterans salute. FIFI last appeared at AirVenture in 1995.

FIFI's appearance also brings country music star and pilot, Aaron Tippin, to AirVenture 2011 for an evening concert on Saturday, July 30, as part of the Commemorative Air Force's "Red, White & Loud Tour." The concert will precede the widely popular Night Air Show and Daher-Socata Fireworks, capping a day filled with memorable attractions. REO Speedwagon will be featured on Monday, July 25, and Gary Sinise and the "Lt. Dan Band," on Friday, July 29.

Here are the day-by-day highlights of AirVenture 2011 as of press time:

Monday, July 25 - Opening Day Concert featuring REO Speedwagon presented by Ford Motor Company.

Tuesday, July 26 - Tribute to Bob Hoover with a special air show.

Wednesday, July 27 - Navy Day.

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Thursday, July 28 - Tribute to Burt Rutan with a special air show featuring his many aircraft designs.

Friday, July 29 - Salute to Veterans - Gary Sinise and the Lt. Dan Band, brought to you by Disabled American Veterans & EAA Warbirds of America.

Saturday, July 30 - Super Saturday. The grounds will remain open until 10:30 p.m. A concert by country star Aaron Tippin and the "Red, White & Loud Tour," 7 p.m. The Night Air Show returns featuring Daher-Socata Fireworks and the "Wall of Fire," 8:30 p.m.

Sunday, July 31 - Big Finale. Military Scramble Family Day.

Plus:

- Fly-In Movie Theatre is back, presented by Ford Motor Company and supported by Hamilton Watches.
- Week-long commemoration of the Centennial of Naval Aviation, featuring unique aircraft attractions, appearances, and forums. AirVenture 2011, which has been classified a Tier 1 event by the U.S. Navy for its year-long celebration, will feature "Navy Day" on Wednesday, July 27.
- eVenture - Electric flight competition and the latest innovations in electric aircraft. An unmatched gathering of new innovations of electric-powered aircraft will be featured all vying for the \$60,000 Electric Flight Prize.

The ConocoPhillips Plaza

ConocoPhillips, an integrated energy company with interests around the world, has reached a multi-year agreement to be the presenting sponsor of AirVenture's "West Ramp" marquee attraction area, which will now be known as "ConocoPhillips Plaza" (previously AeroShell Square).

Attention: Taylorcraft Owners!

Aero Fabricators, the manufacturing division of The Wag-Aero Group, now has FAA approvals to manufacture two



B-29 Superfortress "FIFI"

Scott Slocum

The ConocoPhillips Plaza during AirVenture 2011 will include the B-29 Superfortress "FIFI," a U.S. Marine Corps AV-8B Harrier II, and Naval heritage aircraft honoring the Centennial of Naval Aviation, plus many other aircraft.

Additionally, ConocoPhillips is continuing its financial commitment to EAA's Young Eagles program as the "presenter of the Young Eagles."

You can save both time and money when you buy your tickets for AirVenture 2011 online. You save on admission prices, enter the gates quicker, and get to the excitement faster! Discount pricing ends June 15. Advance ticketing is made possible by Jeppesen.

Camping registration is also more convenient and efficient this year. Members can purchase Camp Scholler AirVenture camping for any arrival day. When you arrive in Oshkosh, checking in and getting to your favorite campground spot will go much faster. Make your reservations now, not later

www.airventure.org,

or by calling 800-564-6322.

EAA AirVenture 2011 NOTAM Now Available!

The Federal Aviation Administration (FAA) has released the EAA AirVenture Oshkosh 2011 Notice to Airmen (NOTAM), highlighting arrival and departure procedures for the more than 10,000 aircraft expected.

The NOTAM, which is in effect July 22-August 1, outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports.

For your free copy of the EAA AirVenture Oshkosh NOTAM, go to www.airventure.org/flying, or call EAA Membership Services at 800-564-6322. Additional hints and tips for pilots arriving at and departing from Wittman Regional Airport are also available online at

www.airventure.org/atc.

*See you at EAA AirVenture
Oshkosh 2011, July 25 - July 31* □

new Taylorcraft parts. RH Elevator DA420 for the Taylorcraft BC12D aircraft. This is a direct replacement for OEM P/N D-A420, and Rudder DA410 is a direct replacement for OEM P/N D-A410.

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Joint MATA & Maintenance Conferences A Success!



MATA Board of Directors (L/R): Dave Weiman, Bill Ahmann, Greg Mavencamp, Alex Haak, Greg Reigel, Mark Plummer, Michael Lawrence, Sara Wiplinger, and Al Lange.

BROOKLYN CENTER, MINN. – The annual conference and meeting of the Minnesota Aviation Trades Association (MATA) was held March 28 at the Earle Brown Heritage Center in Brooklyn Center, with a special dinner March 27 at the Embassy Suites located immediately adjacent to the center in honor of Pete Bunce, President of the General Aviation Manufacturers Association (GAMA). Bunce provided attendees with a “Washington Update” following dinner, and discussed “Advances In Aircraft Technology” as they relate to aviation fuels, now and in the future, the following day before both MATA members and participants at the Minnesota Aviation Maintenance Technician Conference.

Bunce noted that piston aircraft deliveries have declined since 2006, and turboprops and jets since 2008, but billings have been up since 2009, and he expects a bump in deliveries in 2012.

Sales have been good in South America and Latin America, as well as in Asia and the Middle East. “The world is waking up to GA,” said Bunce.

Bunce said that the GA fleet is aging. The average piston aircraft is 38 years old.

Bunce believes that Light Sport Aircraft (LSAs) are a



Bill Mavencamp, Sr. (center) received MATA's Distinguished Service Award. (L/R): Greg; Bill, Sr.; and Bill Mavencamp, Jr.

viable alternative to conventional aircraft, but the industry picked the wrong numbers in regards to weight and special conditions. “The bars are too high to reach,” said Bunce, and blames the certification process for driving up the costs of aircraft today. One unanswered question Bunce has is, can we have a “crossover aircraft” to get a plane certified, including being instrument certified?

Other speakers included Scott Rader of the University of St. Thomas who spoke on promoting a business through social networks; U.S. Congressman (MN 8th District) and pilot Chip Cravaack, who won the seat previously held by Jim Oberstar; and group therapist, Dave Faust of LawofAttraction.com. A panel discussion on “Current Aviation Employment Issues” featured Bill Mavencamp of



Russ Callender of RC Avionics, Anoka County-Blaine Airport (left), received both the 2011 Minneapolis FAA Flight Standards District and FAA Great Lakes Region Avionics Technician of the Year Awards during the Minnesota Aviation Maintenance Technician Conference. Callender will receive the 2011 National Avionics Technician of the Year Award at EAA AirVenture Oshkosh in July. The award recognizes contributions to aviation, education, and flight safety in the field of avionics.



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Wright Aero, Greg Reigel of Reigel Law Firm, Nancy Grazzini-Olson of Thunderbird Aviation and Academy College, and Joe Smith of Elliott Aviation.

One panelist stated that employers conducting job interviews are prohibited from talking about age, race, sex, religion, birthplace, and disabilities, and encouraged business owners to have a checklist of questions that can and cannot be asked.

A prospective employee can volunteer information, but the employer cannot ask them anything outside questions pertinent to the job requirements and qualifications. The panelist urged business owners to obtain "employee practice liability insurance coverage." The panel also covered the "Pilot Record Information Act," which requires that aviation businesses retain records of current and past employees for at least 5 years.

Elected to the MATA board for three-year terms were Sara Wiplinger of Wipaire, Inc., South St. Paul; Michael Lawrence of Key Air, Anoka County-Blaine Airport, Minneapolis; Al Lange of Aircraft Finance, Inc., Edina; and Alex Haak of Thunderbird Aviation, Crystal and Flying Cloud Airports. Lange and Haak are returning board members. Other board members include Greg Reigel of Reigel Law Firm, Hopkins; Mark Plummer of Allianz Global Corporate & Specialty Aviation Insurance, Eden Prairie; Greg Mavencamp of Wright Aero, Inc., Maple Lake; Bill Ahmann of Twin Cities Aviation, Blaine; and

Dave Weiman of *Midwest Flyer Magazine*, Oregon, Wis.

Officers were elected at a board meeting following the conference on May 5, 2011. Al Lange was elected president; Alex Haak, vice president; Greg Reigel, secretary; and Sara Wiplinger, treasurer.

Recognized at the conference for distinguished service to the aviation industry was Bill Mavencamp, Sr. of Wright Aero, Maple Lake; and Kevin Doering of North Star Aviation, Mankato. Doering served as MATA president from 2007-2011. Outgoing treasurer, Mike Higgins of Exclusive Aviation, St. Paul, was recognized for his service at the board meeting.

Conference sponsors were Airways Aviation Center, Avfuel, Inc., Allianz Global Corporate & Specialty Aviation Insurance, B2W Corporation, Bolduc Aviation, Determan Brownie, Elliott Aviation, Maxwell Aviation, Midwest Flyer Magazine, NationAir Aviation Insurance, North Star Aviation, St. Cloud Aviation, Thunderbird Aviation, Twin Cities Aviation, Weber Aviation Insurance, Western Petroleum, Wipaire, Inc., and Wright Aero Aviation.

This was the first MATA Conference held in conjunction with the Minnesota Aviation Maintenance Technician Conference, which is sponsored by the Minnesota DOT Office of Aeronautics.

MEMBERSHIP: If you are in aviation business and serve the Minnesota aviation community either directly or indirectly, you are encouraged to become a member of the Minnesota Aviation Trades

Association. Membership information and an application form are available on the MATA website at www.mnaviationtrades.org, or by calling membership chairman Al Lange at 952-261-6672.



(L/R) Sherm Booen and Roy Arneson.

Farewell To Arneson & Booen

ROY ARNESON: Former MATA President and board member, Roy Arneson, 87, passed away March 26, 2011. Arneson was the owner and President of Flying Scotchman, Inc., located at Minneapolis Crystal Airport. The Flying Scotchman was in business for 53 years and during that time, trained hundreds of pilots, many who went on to successful careers in aviation. Arneson was very proud of his company's safety record. During those 53 years of flight training, not one student or instructor was ever hurt! Flying Scotchman closed its doors on February 1, 2011.

SHERM BOOEN: Sherm Booen, 97, founder of the *Minnesota Flyer* magazine, and host of the World of Aviation television program, passed away April 4, 2011. Booen was a strong supporter and advocate of the aviation trades, and active in MATA. □

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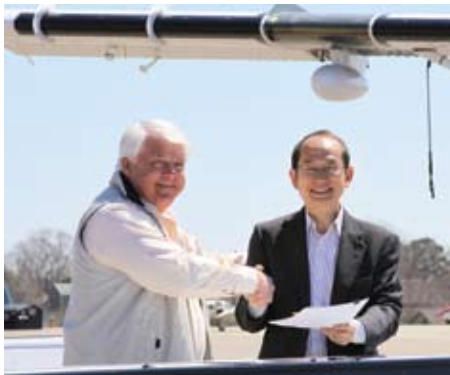
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Wipaire Appoints Distributor In China



(L/R) Wipaire, Inc. CEO Bob Wiplinger signed an agreement with Aviation Supplies (HK), Ltd., represented by Alfred Lau, to be Wipaire's distributor for China.



Wipaire's manufacturing team and representatives of the local community attended the signing ceremony for the official agreement with Aviation Supplies, Ltd. The agreement comes just six months after the Chinese government opened their low-altitude airspace to general aviation.

SOUTH ST. PAUL, MINN. –

Wipaire, Inc., the United States distributor of aircraft floats, has appointed Aviation Supplies Ltd. as its first distributor in China. Wipaire is encouraged by the prospect of additional sales generated by the expanding global market for general aviation aircraft and aircraft floats in China.

Wipaire sold four sets of floats to China in 2002. In 2005, the Minnesota Trades Office sponsored the "Mission to China" trip for Minnesota businesses looking to expand in that country. Chuck Wiplinger, now president of Wipaire, went on that trip, and has continued to foster relationships since then. In 2007, Wipaire hired its first international sales representative. In November 2010, low-altitude airspace over China was opened up to general aviation, providing the first great outlook for exports to that region.

"We are very pleased to have Aviation Supplies represent Wipline Floats throughout China," stated Bob Wiplinger, CEO. "Aviation Supplies has a proven record of success as a leading general aviation aircraft sales and services organization in China and should lead us to a successful entry into that market."

Chuck Wiplinger said that China is a "very young market, and has huge potential." Sixty percent of Wipaire's business is international.

Wiplinger feels that China is out to dominate the aviation world, but does not fear that the Chinese might try to copy Wipaire's float design. Aircraft floats are such a niche market that he feels that the Chinese are better off working with a proven leader in the industry, rather than compete in such a limited market.

China has already bought Teledyne Continental engines, and is awaiting final approval to buy Cirrus Aircraft Design, another Minnesota aircraft manufacturer.

Chuck Wiplinger says that China is lacking airports and needs to develop regulations, which will allow general aviation to prosper. The best regions for floatplanes in China are in the northeast and southwest where there are plenty of lakes and rivers.

Wipaire officially signed an agreement with Aviation Supplies (HK) Ltd. on May 3, 2011, represented by owner Alfred Lau, to be Wipaire's distributor for China. Guests present included Minnesota State Representative, Joe Atkins; South St. Paul Mayor, Beth Baumann; Inver Grove Heights Mayor, George Tourville; South St Paul Council member, Marilyn Rothecker; Minnesota Trades Office Executive Director, Katie Clark; Minnesota Trades Office Representatives, Paul Hansen and Li King Feng; and River Heights Chamber of Commerce staff, Jennifer Gale and Annie Platek, among others.

Wipaire currently employs more than 150 people, and for over 50 years, has been manufacturing aircraft floats for all sizes of aircraft, from the Piper Cub to the de Havilland Twin Otter and most Cessna models including the Cessna Caravan. The company is located at Fleming Field in

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South Saint Paul, Minnesota, and has a production facility on the Mississippi River in nearby Inver Grove Heights, Minnesota.

Wipaire has over 100 Supplemental Type Certificates for a variety of useful aircraft modifications. In addition, Wipaire is a service leader in other areas, including aircraft maintenance, avionics installation and repair, custom interior design and installation, and exterior refinishing.

This agreement with Aviation Supplies Ltd. to expand sales in China comes at a pivotal time in the history of Fleming Field, which is owned and operated by the City of South St. Paul. In recent months, the city has proposed replacing the full-time airport manager with a part-time

employee, which could impact services and future airport development. Wipaire, Inc. and all tenants at the airport have strongly opposed the proposal and offered to subsidize the position for at least one year. Wipaire has also indicated that its future expansion at the airport may be affected by the city's decision.

Founded in 1981, Aviation Supplies Ltd. has been the Authorized Sales Representative for Cessna Aircraft Company for over 15 years for single-engine piston aircraft, Caravans, and Citation aircraft. The company is also the authorized parts distributor for piston and turbine aircraft. The company currently has facilities in Shanghai, Beijing and Hong Kong. □

Des Moines Flying Service Introduces The Future of Avionics



Attending the VIP customer open house were Doug Nehls, Director of Customer Service at Des Moines Flying Service (DMFS); Garmin representatives Dan Lind, Joey Ferreya and Dave Brown; and Arnold Hill, DMFS Avionics Manager.

DES MOINES, IOWA – In less than one month following Garmin's® announcement of its new GTN 650 and GTN 750 series of touchscreen avionics, Des Moines Flying Service, Inc. (DMFS) announced their availability at a customer open house, April 19, 2011.

DMFS President John Lowe stated the new Garmin® “magic” series touchscreens are “the most significant new avionics introduction to the market in at least a decade. These new boxes are fabulous!”

Garmin International Inc., a unit of Garmin Ltd., raised the bar on March 23, 2011, with the announcement of the GTN 650 and GTN 750 series. These panel-mount units are certified and approved for installation in hundreds of makes and models of general aviation aircraft. The GTN 650 and GTN 750 feature new capabilities for GPS/NAV/COM systems like touchscreen operation, graphical flight planning with victor airways and high-altitude jet routes, remote transponder, remote audio control (750 series only), and SafeTaxi® and electronic chart capabilities (750 series only).



Garmin GTN 750/650 series touchscreen avionics.

The GTN 650 and 750 are the successors to the very popular GNS 430W and 530W GPS/NAV/COMs, which Garmin first introduced in 1998.

The most notable physical difference between the GTN 650 and 750 is the screen size. The GTN 650 has the same exterior footprint as the GNS 430W, but has a 4.9-inch screen (diagonal) that has 53 percent more screen area than the GNS 430W. The GTN 750's large 6.9-inch screen (diagonal) has 98

percent more screen area than the GNS 530W, which makes it possible to view an entire chart via Garmin FliteCharts and ChartView™, as well as display integrated audio and intercom functions (with the new optional GMA™ 35 remote mount audio processor). In addition, both units display a greatly enhanced, higher resolution picture (GTN 650: 600x266 pixels; GTN 750: 600x708 pixel) that has over 5 times more pixels than the GNS 430W and 530W, respectively.

The touchscreen GTN 650 and 750 both feature a shallow menu structure, desktop-like menu interface with intuitive icons, audio and visual feedback, and animation so that pilots know exactly how the systems are responding to their input. The GTN has a touchscreen alphanumeric keyboard, and also utilizes a “back” icon for quick and easy operation.

Recognizing that hand stabilization will help make it even easier to enter data, both units have a finger anchoring bezel around the side of the display and fingerboard at the

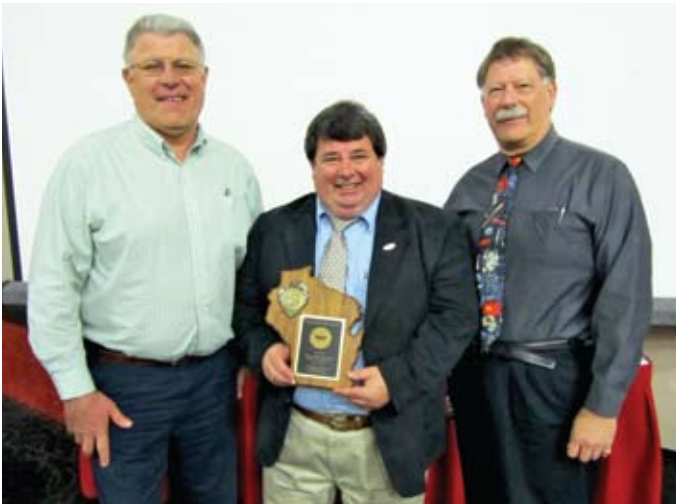
CONTINUED ON PAGE 62



WATA *Difference*

WISCONSIN AVIATION TRADES ASSOCIATION

Lakeshore Aviation Named 2011 Wisconsin Aviation Business of the Year



(L/R) Manitowoc County Airport Manager Chuck Behnke, Curt Drumm of Lakeshore Aviation, and Jeff Baum of Wisconsin Aviation and Vice President of WATA.

GREEN BAY, WIS. – The Wisconsin Aviation Trades Association (WATA) has named Lakeshore Aviation, located at Manitowoc County Regional Airport in Manitowoc, Wisconsin, “Wisconsin Aviation Business of the Year.” The award was presented to Lakeshore Aviation President Curt Drumm at the awards luncheon, May 3,

2011, during the Wisconsin Aviation Conference in Green Bay. The award recognizes excellence in the aviation trades.

Lakeshore Aviation opened its doors on January 1, 2005, with the goal of breathing new life into a rather quiet, hometown airport. Since then, the company has been working hard toward that goal, building a busy flight school, earning an FAA Part 135 Air Charter Certificate, attracting new based aircraft, heading up hangar development, building awareness of the airport’s economic value to the community, and doing everything it can to “promote” general aviation.

Lakeshore Aviation has an experienced staff of 10 people, and offers flight instruction, air charter, piston aircraft maintenance, aircraft management, pilot services, aircraft storage, and aircraft sales.

Lakeshore Aviation operates out of three hangars at Manitowoc County Regional Airport with 22,000 square feet of space. On October 29, 2010, Lakeshore Aviation built a new 5,000 square foot hangar next to its existing facilities. A new fuel farm with significantly larger tanks and a self-service fuel system was also installed. Total fuel storage capacity is now 35,000 gallons.

Manitowoc is now home to 70 aircraft, and the airport has an economic impact of nearly \$10 million to the local community.

The principal owner of Lakeshore Aviation is Curt Drumm, who is president and director of operations. Keith Hartlaub, who operates Savage Aircraft Sales, has a minority interest in Lakeshore Aviation. The “Savage” is a light sport aircraft from the Czech Republic.

Curt Drumm is a Commercial/Instrument-rated pilot with 4500 hours. He flies and instructs in single and multi-engine land aircraft, and also operates the only full-time seaplane flight school in Wisconsin. In addition to the four flight school airplanes, Lakeshore Aviation owns a Piper Seneca II, and a Cessna 172XP amphibious seaplane.

Curt Drumm is also an FAA Fast Team Safety Counselor and serves

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on the Manitowoc Airport Advisory Committee. He served 5 years on the national Seaplane Pilots Association Board of Directors, and is an adjunct faculty member at Lakeshore Technical College, teaching aviation. His previous business experience includes 20 years in radio, television and motion picture production, and 18 years as Executive Vice President of

Metal Ware in Two Rivers, Wisconsin.

To help promote aviation in Manitowoc County, Curt Drumm helps produce an annual air show called "Thunder On The Lakeshore," now in its 19th year. Rain for three consecutive years nearly forced the show to stop, but in a last-minute push, enough corporate sponsors were obtained to produce the show

in 2010. The dates for this year's show are June 4 and 5, and the show will feature award-winning civilian and military performers. Attendance at past shows has been up to 45,000 people.

Presenting the award to Drumm was Jeff Baum of Wisconsin Aviation and a member of the WATA Board of Directors. □

AVIATION EDUCATION FROM PAGE 20

Continuing he said "So the question becomes do we retain our program in the face of a 'closure' trend because we would then be one of a limited number of available options, or do we follow the trend?" My question to him is – why wouldn't you want to expand to capture market if there are many programs closing? My data search indicates the opposite trend is occurring in collegiate aviation: over 50 two- and four-year programs established or expanded since the summer of 2000. Only two, out of about 200 two- and four-year programs, face outright closure: SCSU and University of Illinois-Urbana-Champaign with four programs targeted on a limited basis: Mankato State, MN, Dowling College, NY (dropped flight), Daniel Webster, NH (dropped flight after takeover by ITT), and San Juan College, NM (dropped flight training after Mesa Air Group ended its longtime support). Most recently the University of North Texas, Denton, TX, began classes in the fall of 2010 for their new Aviation Logistics degree and Lakeland College in Sheboygan, Wisconsin unveiled plans for a fall 2011 startup of their new aviation minor.

SCSU Aviation graduates have excelled in their chosen careers: many now manage large and small airports, work for successful FBOs, fly for regional and major airlines and corporate flight departments, serve our country in all branches of the armed forces, work in airline and airport operations, and are employed as certified air traffic controllers. Even though the aviation industry news

appears grim at times, retirement of the current workforce is fueling a demand for new collegiate-trained workers. Boeing predicts the airlines will need one million aviation workers between 2010 and 2029; similarly corporate aviation should experience significant employee needs to keep their airplanes in the air. Recently Dr. Gerald Dillingham, Director of Civil Aviation Studies at the U.S. Government Accountability Office (GAO) said, "We are hearing widespread concern about a pending pilot shortage in the not-too-distant future from almost every set of stakeholders that we talk to."

According to SCSU Aviation Department faculty, annual graduations averaged from 25 to 40 students and there are 180-plus students accepted to the aviation major. Recent SCSU advertisements have drawn many new aviation students to campus by proclaiming that an aviation degree could provide graduates with "a career with a view." One must ask if there was turbulence from external sources, unrelated to budget issues that could not have been avoided by the dedicated aviation faculty and staff.

I fully realize that SCSU and the State of Minnesota are in the midst of a severe budget crisis and must make cuts. If one of the primary considerations in this decision was that the department's tuition-to-expense ratio was low, then why weren't five other programs with poorer performance and higher costs than the aviation department not considered for closure?

Administration says the program

ran a deficit of about \$252,430 in fiscal year 2010, but I feel that closing the aviation program will result in more revenue lost than gained. If we use a conservative number, say 150 aviation students, and multiply that number by \$6,654 [2010-11 tuition/fees], you will have about \$998,100 in revenue raised (students enrolled for 15 credits - not just aviation classes). The Fiscal Year 2011 estimated cost of the Aviation Department is \$580,000, which leaves \$418,100 in revenue lost and not replaced. Seems to me that SCSU's

CONTINUED ON PAGE 55

Edward E. Leineweber

Retiring Circuit Court Judge



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Summer At Last!

by Christopher Roy
Director

With summer here, what better time is there to learn about flying, aircraft maintenance, airport operations and the vast array of aviation industry career fields? What better time is there to improve your flying proficiency or even upgrade your pilot certificate with a new rating or endorsement? If you haven't tried flying a seaplane, go find the nearest seaplane base and go for a ride. I am confident you will love it!!!



Christopher Roy

To truly enjoy the beautiful

Minnesota summer I suggest that aviators who are properly rated and completely current should, whenever the opportunity arises, take a young person up for a flight. Show them the excitement and beauty of flight. But I'll open that up and say why not take someone from your city leadership for a flight around your city or town.

Help them to see the advantages and value of the airport and flying to the community. Educate them about all the great things that aviation brings to a community. Help them understand that aviation benefits everyone, even those who do not fly! Show them the importance of supporting and maintaining a quality airport in the community. It is a small investment in the future of your airport and aviation that could pay great benefits in the future of your city and region.

When you go flying this summer,

instead of just flying from point A to point A, or point A to your usual point B, why not get a little adventurous and visit a different Minnesota airport. You have 135 airports to choose from! Go ahead. Discover even more of the beauty and treasures Minnesota has to offer.

If you are not active in the *Fly Minnesota Passport* program, now is the time to get started. Go to our web site at: <http://www.dot.state.mn.us/aero/aved/Passportprogram/Passport.html> to get detailed information about this fun and exciting program. You'll also have a chance to earn valuable prizes!

Make this a summer of flying fun. Share aviation! Doing so enhances its value to the entire community. Get involved in the Passport program and have fun. Please be safe, alert, and enjoy the summer! □

Charting Your Course

Map reading can be defined as the action of a person matching man made or natural features with their corresponding symbols on a chart. Successful use of a map is solely dependent on the users ability or skill level in interpreting the map symbols, estimating distances and the availability of prominent landmarks.

The map most often used by general aviation pilots is the "sectional." This map is especially popular to pilots who fly light aircraft over relatively short distances.

The sectional is printed at a 1 to 500,000 scale. In other words, one inch on the chart equals 500,000 inches on the earth's surface (or approximately

8 miles). For those cartographic purists, the sectional is printed in the Lambert conformal projection, thus each sectional represents a fairly small portion of the surface of the earth. As a matter of fact it takes 37 sectionals to cover the continental U.S.

Sectionals show a great deal of data including color-coded topographical relief, cultural or man made features, as well as airport and special use airspace information. However this information is only useful when the map or chart is properly used.

It is suggested that when flying, align north on the chart with true north. Minnesota flight instructor Dan Boerner says, "In other words align your chart so that your desired track is pointing toward the nose of the aircraft." This will assure that the

landmarks on your route of flight will be in the same position as they are on the chart.

It is also important to remember to always work from the chart to the ground, finding the symbol on the chart and then locating that feature on the ground. This is helpful because the chart may not depict all of the surface features that might actually be seen.

When flying at low level, navigation by chart becomes more difficult. Air turbulence can affect your ability to make accurate instrument readings and increase the need to pay close attention to the aircraft's fluctuating altitude. Also the terrain features or objects you use for reference will pass by much faster depending on the aircraft's altitude above ground level (AGL).

It is vitally important to thoroughly study your charts if you plan to fly at low altitude. You must first do a thorough job of flight planning prior to takeoff. Also be extremely alert to obstructions and potential hazards like transmission towers, which can extend above 1,000 feet AGL. Be very alert to other low-level traffic. Dan Boerner adds, "Sectional charts show Maximum Elevation Figures (MEFs), which are the elevations above mean sea level, of the highest obstructions within each quadrangle, bounded by 30 minutes of latitude and 30 minutes of longitude."

Finally, it should be remembered that natural features and landmarks could be altered in appearance during seasonal changes. For instance, bends in roads may be fully concealed by

trees in the late spring through early fall. In the spring, creeks can become raging rivers whose breadth and course may change radically due to runoff and rain. Yet in midsummer to early fall, this same creek may dry up to be so small as to be dismissed by the pilot as a point of reference.

Small, relatively shallow lakes can dry up significantly in the heat of the summer, thus radically altering their shoreline contours and overall area. Trees could also hide the lake shoreline in the summer, and snow could completely erase landmarks, even lakes, from view in the winter.

Before taking off on a cross-country trip, sit down and plan your flight well. Pay close attention to the details that can affect your flight. Dan Boerner* reminds us to also include

a review of all Special Use Airspace (SUA) in the proximity of, or on our proposed flight path. He indicates that pilots must determine if there is a need to circumnavigate a SUA, or contact Flight Service when 100 miles out to see if the SUA is active, or can be safely transited.

Study your charts so that you will develop a working familiarity with them including the features, obstructions, or potential hazards that may be located along the selected route of flight. By doing this you will be a more informed, proficient, and safe pilot.

EDITOR'S NOTE: Special thanks to Dan Boerner, CFI and Mn/DOT Aeronautics Airport Development Engineer, for his valuable input and suggestions for this article. □

A Quiet Genius Ferdinand Rohe Ohnsorg

Few aviators are likely to know the name of Ferdinand Rohe Ohnsorg; but fewer still have not used a piece of aviation electronics equipment that wasn't based on the invention of Mr. Ohnsorg.



Ferdinand Rohe Ohnsorg

Ferdinand Rohe Ohnsorg was born in St. Paul, Minnesota, on August 13, 1922. He attended St. Thomas

College in St. Paul, Minnesota, but interrupted his studies to enlist in the Army Air Corps during World War II. He eventually was positioned with the Allied Central Intelligence Agency in England, achieving the rank of "captain."

After the war, Ohnsorg resumed his studies at St. Thomas, receiving a Bachelor of Science Degree in Mathematics, with a Physics minor in 1947. He went on to receive a Master of Arts Degree in Mathematics with a minor degree in Physics at the University of Minnesota in 1951. Ohnsorg also taught physics at the College of St. Thomas during this time.

Ohnsorg was a research fellow at the University of Minnesota from 1952 to 1956, and then worked as a research scientist for Honeywell for the next 30 years. In January 1971, Ohnsorg was awarded a patent for his algorithm that is still used in navigation by most aircraft today.

Simply put, this quiet and humble scientist developed the algorithm and basic electronic circuitry that analyzed complex sensor (analog) signals and converted them into digital (binary) "bits." This made it possible for the data to be processed by computers.

Ohnsorg was laid to rest May 6, 2011, but his work and aviation legacy will live on for a very long time. □

From The Editor

The Mn/DOT Aeronautics Technical Bulletin is published in the interest of aviation safety and to actively promote aeronautical progress in the state and nation. It is our continuing goal to provide timely, interesting and useful articles on subjects of importance and value to the aviation community and industry.

This Technical Bulletin is produced

in Minnesota, however, it is generally written to benefit aviators anywhere. While we often hear from Minnesota readers, we also occasionally hear from readers in other states. Collectively, they often provide us with thought-provoking questions, and share some great information with us.

We appreciate that kind of support, assistance, and teamwork.

Aviation is something of a total team effort, even when we fly solo. Thus, the information and feedback

we receive from our readers helps us to be sure we are meeting their general informational needs and desires.

Thanks for reading our Technical Bulletins. Thanks for flying safely, and also for being a wonderful resource of information for us whenever we call on you.

You are appreciated!

Dan McDowell, Editor
Minnesota Aeronautics Bulletin
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Airport Construction Update

by Jeffery Taylor

WisDOT Aviation Consultant



It will be another busy construction season this summer at Wisconsin airports. The WisDOT Bureau of Aeronautics has over \$113 million worth of airport improvement projects scheduled, using a combination of federal, state and local dollars.



Jeff Taylor

The airport construction process involves teamwork between the WisDOT Bureau of Aeronautics, Federal Aviation Administration (FAA), and airport owners, from initial planning to project completion.

The bureau guides airport development through a process that begins with broad policy planning and

includes progressively more detailed elements of system planning, airport master planning, programming and, finally, individual airport construction. Through an agency agreement with the airport owner, the bureau oversees project planning, coordination, design, land acquisition and construction, as well as all financial transactions for an airport project.

Some of this year's projects at air carrier or "primary" airports include:

- **Austin Straubel International, Green Bay (GRB)** – Relocate and expand the ARFF (Aircraft Rescue and Fire Fighting) facility.

- **Central Wisconsin Airport, Mosinee (CWA)** – Phase 1 of the terminal building construction. Includes an addition on the west end, a parking lot and entrance road construction.

- **General Mitchell International, Milwaukee (MKE)** – Construct Runway 7R/25L safety area improvements, final phase of Runway 7R extension.

Projects at general aviation airports include:

- **Door County Cherryland Airport, Sturgeon Bay (SUE)** – Expand and rehabilitate existing terminal building.

- **Iowa County Airport, Mineral Point (MRJ)** – Construct taxiways for new hangar site.

- **Kenosha Regional Airport** – Replace airfield lighting and electrical vault.

- **Merrill Municipal Airport (RRL)** – Construct parallel taxiway, ramp and west hangar area, and a fueling facility.

- **Platteville Municipal Airport (PVB)** – Reconstruct Runway 15/33 and ramp.

- **Sheboygan County Memorial Airport, Sheboygan (SBM)** – Reconstruct Taxiway F (parallel to Runway 21).

- **Southern Wisconsin Regional Airport, Janesville (JVL)** – Phase 1 of the terminal building improvements. Includes south addition and parking lot construction. Taxiway A will also be reconstructed.

- **Waukesha County Airport/Crites Field, Waukesha (UES)** – Reconstruct Taxiway C, which runs parallel to Runway 18/36.

All pilots are reminded to check NOTAMs before every flight. During a construction project, the availability of runways, NAVAIDS and other facilities required for a safe flight may be limited. □

What's Happening In Your Hangar?

by Megan Stritchko

WisDOT Bureau of Aeronautics



Using a hangar on a public-use airport for anything that is not in the terms of your hangar lease agreement can jeopardize an airport's eligibility for future federal funding under federal grant assurances.

Oftentimes, a hangar can feel like a second home with endless possibilities – a storage unit, an office, a side business, you name it. However, such use of your airport hangar and compliance with the terms of your hangar lease agreement can impact federal funding for your airport.

Federal funding of airport improvement projects (a new or reconstructed runway, lighting, terminal building, or other improvements) come with certain terms and conditions also known as “*federal grant assurances*.” Failure to adhere to these terms and conditions could

jeopardize the airport's eligibility for future funding.

An underlying tenet of federal grant assurances is that the public invests in the airport through federal funding and as such, the aeronautical interests of the airport should be protected.

As an airport user and tenant, you can help the airport remain eligible for federal funds by complying with the terms of your lease and ensuring that your hangar is used only for non-commercial aeronautical activities. While all of that big, open space in your hangar may be an enticing home for your boat, RV, snowmobile or the neighbor's bicycles, it's important to remember that hangars are intended for aeronautical purposes and not to serve as mini-storage units for non-aeronautical items.

Similarly, it's important that unauthorized business is not being conducted out of your hangar. This includes non-aeronautical, as well as aeronautical business such as fueling, maintenance, repairs, etc. An aircraft owner or operator may adjust, repair, clean, and service their own aircraft in a hangar as long as they or their employees do the servicing. As the hangar tenant, you should not be providing service to other aircraft owners or operators unless your lease specifically allows it. However, that's a different type of lease agreement and will be covered in a future article.

Maintaining eligibility for federal funding is in the best interest of airport owners, tenants, users, and the surrounding community. Be sure to understand and comply with the terms of your hangar lease and talk to your airport manager if any questions or concerns arise. □

AVIATION EDUCATION FROM PAGE 51

bottom line will have a net operating loss, rather than cost savings as the administration is portraying when aviation is not offered as a major.

During the past year I visited with two western Wisconsin families whose sons wanted to fly for the airlines. They had done their research and were happy to find that SCSU offered a nationally accredited (AABI) aviation education program near their home. I will never forget the look on their faces when I told them the program is being closed – each parent readily understood that their child's career choice might be out of reach as it would mean enrolling at a more expensive college. Closing the aviation program will leave a void in the options for quality,

cost-effective aviation education in the Midwest. I wonder if another university or college will step up and file a flight plan to offer aviation classes either in residence or via on-line methods in the Wisconsin-Minnesota region? Perhaps a partnership will emerge with an on-line school (Utah Valley University or Eastern New Mexico University) and a 2-year school in the region. The proposed degree model could use the excellent flight training provided at the local FBOs and would not require the college or universities owning or operating any aircraft or hiring flight instructors.

Unfortunately, at this time, it appears that aviation students in the upper Midwest might have to re-file their education flight plans without a convenient, cost-effective option for their smooth flight. □

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Bill Rewey, teacher.



Bill Rewey, mentor.



Bill Rewey, pilot and aircraft builder.

Mr. Pietenpol: Bill Rewey Famed Aircamper Homebuilder Turns A Page

by Ed Leineweber

Maybe you noticed the ad on the bulletin board of your local airport: *For Sale '94 Pietenpol Aircamper NX17WR*. Whether you realized it or not, if you saw that ad, you were looking at a small piece of aviation history. And whether we want to admit it or not, we are all getting older. This little postcard-size For Sale ad, and my recent interview with William Rewey of Verona, Wisconsin, once again brought this lesson home to me.

Other lessons came to mind as well, such as: *work hard, play hard, fly often!* But, most importantly, the impending sale of Bill's beloved Aircamper impressed me with the need to share our joy of flying and airplanes with others, especially the younger folks coming along. Bill Rewey has made this his life's work.

Bill Rewey's long career as a go-to guy in the Pietenpol world,



Ed Leineweber

and his equally impressive accomplishment of conducting more than 600 Young Eagles flights, many in that venerable Pietenpol, showed me how one soft-spoken, gentle man, endowed with engineering talents, a love of people and a surplus of aviation enthusiasm, can make a tremendous difference.

I first became aware of Bill Rewey while conducting tail wheel transition training for a Pietenpol builder who is also a good friend of Bill's. Another student pilot and Aircamper builder also mentioned Bill frequently. I figured I needed to meet this guy, and my opportunity came when I started the restoration of my Bowers Fly Baby. Bill is also quite knowledgeable on the Continental A65, often used on Pietenpols and the engine of choice for most Fly Baby builders. He volunteered to be my EAA Technical Counselor on the restoration project.

Many of you might already know of Bill as the guy who has given the Pietenpol forums at EAA AirVenture Oshkosh, Brodhead and, on a couple of occasions, Sun 'N' Fun since the late 1990s, after another Pietenpol worthy expert, Vi Kapler, ceased doing them. Although he doesn't spend much time on the Internet, Bill Rewey is a recognized Pietenpol guru, and many a builder has benefited tremendously from his written materials and expert advice.

But Bill's aviation career started long before taking up the Pietenpol banner. Born in 1927 in Marshfield, Wisconsin, Bill built balsa wood, tissue-covered model airplanes as a young boy. In his 1942 high school woodworking class, he and his classmates built small wooden models, painted flat black, of many military aircraft then seeing action in the war raging overseas. Bill had to show the wood shop instructor how to make exact scale solid models. These models were provided to "spotters" to enable them to identify the aircraft they might be seeing overhead.

By 1945, Bill had earned enough money repairing furniture in his spare time to take flight lessons in a J-3 Cub at the old Marshfield airport.

He soloed that year at age 17. After high school, Bill joined the Navy on a program that let him attend the University of Wisconsin in Madison, which also allowed him to fly the Aeronca Chiefs at nearby Morey Airport in Middleton. However, after two years the young midshipman was ordered to pre-flight training, and had to set his college education aside and pursue the life of a naval aviator in the making.

After pre-flight training, the three years that followed found Bill at naval air bases in Pensacola and Jacksonville, Florida, where he trained in North American SNJs and F4U Corsairs, learning night and instrument flight, carrier landings, and gunnery and rocket weapons systems. He earned his Navy wings in November 1948. In the years that followed before his discharge from active duty in the summer of 1950, Bill received anti-submarine warfare training and was assigned to ASW Squadron VS22 out of Norfolk, Virginia, flying TBM Avengers.

Bill married Marion in the summer of 1949 and, following his discharge, returned to the University of Wisconsin and was awarded his Mechanical Engineering Degree in 1952.

During college and while still living in the Madison area, Bill joined the Naval Reserve squadron at Glenview Naval Air Station north of Chicago, where he flew the Marin AM, a single-engine dive and torpedo-bomber.

Following graduation, he moved his young family to Columbus, Ohio, where he took a job with North American Aviation, which was then building FJ-3s and AJ-7s at its plant there. Joining the local reserve unit nearby, Bill had the opportunity to fly the McDonald FH-1, the Navy's first carrier jet. *How did it fly?* According to the former J-3 student pilot, "*like a big Cub*," of course.

After a year in Columbus, the Reweys returned to the Madison area, where Bill took a job first with the engineering firm of Mead & Hunt,

and later with the State of Wisconsin. Over his 40-year professional career he developed skills and knowledge working on a host of mechanical engineering projects and applications, and eventually retired from state service in 1992.

During the early years back in Madison, Bill was busy with family and professional responsibilities and did very little flying. Moreover, a bout with Polio grounded him completely for two years, although he eventually recovered with very little permanent damage. He did, however, participate with a small group of pilots that flew a Piper Cub out of the Waunakee, Wisconsin airport.

Always the woodworker, Bill joined a radio controlled aircraft club in the 1960s and made and flew several of these scale models. After a couple of years of this, however, Marion suggested that he use his skills and interest to build "*a real airplane*." Who among us would not accept our spouse's direction on such a momentous matter? Soon Bill started on his first Pietenpol project.

The plans cost him \$25, and he found a single-mag 50-hp Franklin engine for \$150, including extra parts and two propellers. McCormick Lumber on Madison's east side furnished most of the wood, and all the rest was scrounged up a little here and a little there. Bill had a total of \$950 invested in that Aircamper by the time he had it finished in 1972. He flew it to Oshkosh that summer.

Like many homebuilders, Bill found flying the finished project fun, but he missed the construction experience. Eventually he traded the Pietenpol for a Volmer VJ22 amphib project. Bill spent the next six years working on the all-wood fuselage aircraft, which sports Aeronca wings and tail, until it got too big to fit in his barn. The Volmer was sold and Bill's second "Piet," NX17WR, began to take shape soon thereafter.

This second Aircamper, built between 1986 and 1994, has seen a lot of flying over the past 17 years. Bill flew it to AirVenture in 1995 and every year since. He also flew it to Sun 'N' Fun in 1995, and three more times in later years. That's quite a feat for a Pietenpol and its pilot! With the Aircamper now up for sale, Bill can look back on about 600 Pietenpol flight hours and many of the more than 600 Young Eagles flights credited to him flown in that machine. I'll bet very few small wooden homebuilts of any description will match Bill's flying accomplishments in NX17WR!

When I asked Bill why he was selling his Pietenpol now, he said that it was getting a little harder to get that first leg up into the cockpit, and besides, he has the Zenair CH801 to fly now. Yup, Bill built that four-place, 160-hp all-metal hummer in his spare time over a 9-year period a while back, and since then has been happily adding to his Young Eagles flights in that aircraft as well.

CONTINUED ON PAGE 62

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JUNE 2011

- 11* **CLEAR LAKE (8Y6), MINN.** - Bean and Brat Fly-in - 10am-2pm. Spot Landing Contest. www.eaa551.org. 320-229-8563.
- 11* **ALEXANDRIA (AXN), MINN.** - Greatest Generation Day - Noon-9pm at Chandler Field. For more Info go to <http://www.alexandriamn.org/events/eventdetail.aspx?EventID=286>
- 11-12* **HANCOCK, MINN.** - Fly, Drive & Camp-In at the Brown's Private Airport. Pork Roast on Saturday starting at 4pm. Contact Marvin or Mary Jo Brown 320-392-5869 or 320-760-7749.
- 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.
- 12* **Fergus Falls (FFM), Minn.** - Dad's Belgian Waffle Breakfast - 9am-1pm. 218-736-3438 jennen@prtel.com
- 12* **Montevideo (MVE), Minn.** - Breakfast & Classic Car Show - 8am-1pm.
- 12* **Hanover (64I), Ind.** - Sinful Sunday at Lee Bottom Flying Field. Lunch served Noon-2pm & Ice Cream served 1-3pm. info@leebottom.com

- 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 lkrepsky@oesx.com, Mike Voechting at mvoechting@oesx.com or Steven Rehwinkel at srehwinkel@wbaa.aero.
- 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.gaylordea.org
- 17-21 **IOWA CITY, IOWA** - Annual Air Race Classic Kickoff. www.airraceclassic.org. Contact Minnetta Gardinier at 319-331-6235. m.gardinier@gmail.com
- 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 Taildraggers' 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@quadcitairshow.com. www.quadcitairshow.com
- 19 **EAGLE RIVER (EGV), Wis.** - Father's Day Air Show 12:30-14:30 Aerobatic Performances, Military & Aircraft fly-bys; Ribbon-cutting Dedication of New Ramp, Pancake Breakfast, Burgers and Brats, Parade of Planes, Aircraft Static Displays, Airplane Rides, Helicopter Rides, Radio Control Models, Call Robert Hom at 715-479-7442. fbo@erairport.com www.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 **LAON (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.
- 19* **STANTON (SYN), MINN.** - Fly-In Breakfast. 507-645-4030. www.stantonairfield.com
- 20 **LAON (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.
- 26* **WELLS (68Y), MINN.** - Breakfast 7am-Noon. 507-553-3100.
- 26* **ATKIN (AIT), MINN.** - Wild Rice Pancake Breakfast 7-11am. Brat & Burger Lunch 11am-3pm. 218-927-7069.
- 26* **STRUM (3WN9), Wis.** - Pancake Breakfast 8am-Noon at the Brion Memorial Field. airnav.com
- 26-7/1 **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@pal lasdesignstudio.com. www.eaa585.org
- 2* **RIO CREEK (I28), Wis.** - Fly-In & Hangar Dance. Breakfast 7:30-11am. Lunch 11am-5pm including burgers, brats, chicken booyah & refreshments. The Mark Jirkovec Polka Band from 11am-3pm. Airport will be using 122.9 for Fly-In Day. 920-837-7777 or 920-0094.
- 3* **AUSTIN, MINN.** - Breakfast 7am-1pm. Pancakes, Spam, sausage, milk, coffee and juice. 507-433-7115 or 507-433-1813.
- 7-10* **WAUSAU, Wis.** - Balloon Rally & Glow at the Wausau Airport. 7th & 8th - BBQ Rib Fest 5-10pm & Music 8-10pm. 9th - Pancake Breakfast 6-10:30am & BBQ Rib Fest 11am-10pm. 10th - Pancake Breakfast 10am-3pm. Balloon Launch and/or Glow: 8th-6-9pm; 9th-6-6:30am & 6-9pm; 10th 6-6:30am. Camp by your plane. www.wausauballoonrally.com.
- 8-10* **DAVENPORT (DVN), IOWA** - WW II B-17 Bomber Tour Stop. The "Flying Fortress-Aluminum Overcast" with self guided ground tours daily from 2-5 pm. To book a flight, please call 1-800-359-6217. http://www.b17.org
- 9 **LARCHWOOD (2VA), IOWA** - **CANCELED**
- 9* **WEST BEND (ETB), Wis.** - Breakfast featuring Omelets, Pancakes, and Daily Specials - 7-10am.
- 9* **MENOMONIE (LUM), Wis.** - Pancake Breakfast - 8am-1pm. 715-235-0027.
- 9* **BIG RAPIDS (RQB), MICH.** - AirFest 2011 - 7am-3pm. Pancake breakfast, seminars. robenhood@ci.big-rapids.mi.us 231-796-5600.
- 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.** - **CANCELED**
- 10* **HANOVER (64I), IND.** - 'Sinful Sunday' - Noon-3pm at the Lee Bottom Flying Field. Lunch served Noon-2pm. Ice Cream served 1-3pm. 812-866-3211. info@leebottom.com
- 10* **HAYWARD (HYR), Wis.** - Civil Air Patrol Fly-In - 8am-1pm. 715-634-3246.
- 10* **PLATTEVILLE (PVB), Wis.** - Breakfast - 7am-1pm. Pancakes, Eggs, Sausage, Juice, Milk & Coffee. 608-778-0707.
- 10* **TWO HARBORS (TWM), MINN.** - Pancake Breakfast 7am-Noon at the Richard B. Helgeson Airport. 218-834-4784.
- 14-17* **MANITOWISH WATERS (D25), Wis.** - 46th Annual Manito Art Show held at the community center adjacent to the airport. 715-543-8413 or 262-994-6706. www.mwtown.org
- 15* **ST. CLOUD (KSTC), MINN.** - EAA's "B-17 Aluminum Overcast" ground tours at the St. Cloud Regional Airport General Aviation Building with gates opening at 9:30 a.m. each day. For additional information and advance booking discounts go to www.b17.org.
- 16* **WASHINGTON ISLAND (2P2), Wis.** - Lions Fish Boil - 11am-1pm. Hot dogs also served. Music, free hay rides, courtesy van and crafts. Rain date 17th. 920-847-2770. email lharvell98@comcast.net
- 16* **MANITOWISH WATERS (D25), Wis.** - Taste of Manitowish Waters - 11am-2pm. Held at the Community Center adjacent to the airport. 715-543-8413 or 262-994-6706. www.mwtown.org
- 16* **KENOSHA (ENW), Wis.** - Wings & Wheels - Breakfast 7-11am; Lunch 10am-3pm. Rain date 17th. 262-658-0030. www.wingsandwheelsofkenosha.com
- 17* **BENSON (BBB), MINN.** - LLFC Pancake & Sausage Flight Breakfast - 7am-1pm. PIC free. 320-226-3237. www.lifc.net/
- 17* **FOREST CITY (FXV), IOWA** - Pancake Breakfast - 7am-Noon. 641-581-2880.
- 17* **ASHLAND (ASX), Wis.** - Bay Days Fly-In Pancake Breakfast at the JFK Memorial Airport featuring military fly-overs - 8am-Noon. 715-682-7070.
- 21* **MANITOWISH WATERS (D25), Wis.** - Lions Pork Chop Dinner - 5-7pm. Held at the Community Center adjacent to the airport. 715-543-8413 or 262-994-6706. www.mwtown.org
- 21-24 **KEOKUK, IOWA** - Annual L-Bird Fly-In & Convention. 23rd - Pancake Breakfast Open to the public. 319-524-6203.
- 22-23* **HIBBING (HIB), Wis.** - Range Regional Airshow. 22nd - Twilight Show 5:00pm-12:00am 23rd - Fly in Breakfast 8:00-11:00am Air Show 12:00-5:00pm. www.rangeregionalairport.com
- 23 **NEENAH (79C), Wis.** - Brennand Old Time Airport Days - 8am-3pm. Fun day at a grass roots airport. 920-721-9237.
- 23* **LAND O LAKES (LNL), Wis.** - Airport Days - 8am-4pm. Pancakes Breakfast, Sausage Links, Orange Juice & Coffee 8-10am. Lunch - 11am-2pm - Hamburgers, Hot Dogs, Brats, Water & Soda at the King's Land O Lakes Airport. 715-547-3337.
- 23-24* **SHIOCTON (W34), Wis.** - 23rd - 11am-dark. 24th - 7am-dark. Breakfast 24th ONLY 7am-11am - Potato pancakes, wheat pancakes, eggs, sausage, orange juice, milk, coffee, apple sauce. Hamburgers & Brats served after 11am. Both days food & refreshments will be served. 920-538-3149. www.shioctonairport.com
- 23-24* **WAUTOMA (Y50), Wis.** - Pancake Breakfast with Eggs, Sausage & Drinks 8-11am. Contact 920-295-2525. email - currywi@aol.com
- 24* **WAUTOMA (Y50), Wis.** - Open House of New Terminal Building - 8am-4pm. Brats & Drinks will be served. 920-229-3671.
- 24* **KEWANEE (EZI), ILL.** - Swedish Pancake Breakfast with Sausage, Swedish Meatballs, Coffee Cake, Bread, Coffee and Juice - 7am-1pm.
- 25-31 **OSHKOSH, Wis.** - AirVenture Oshkosh. www.airventure.org.
- 27 **CLINTON (CWI), IOWA** - Cessna 150-152 Fly-In. www.cessna150152flyin.org/.
- AUGUST 2011**
- 6* **WEST BEND (ETB), Wis.** - Omelet, Pancake Breakfast plus daily specials 7-10am. 262-338-8411.
- 7* **CHETEK (Y23), Wis.** - BBQ Charity Fly-In - 10:30am-2:30pm at the Southworth Municipal Airport. BBQ fly-in & boat show. Special pricing on 100LL during event. (No rain date.) 715-456-8415.
- 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.
- 14* **PAYNESVILLE (PEX), MINN.** - Breakfast 7:30am-12:30pm. North American Flight Team will display their aircraft. 320-250-6349.
- 14* **LAKE ELMO (21D), MINN.** - Lake Elmo Aviation Day featuring Pancake Breakfast with Scrambled Eggs & Sausage. 7am-Noon. eaa54.org
- 14* **HANOVER (64I), IND.** - At the Lee Bottom Flying Field with Lunch Noon-2pm & Ice Cream 1-3pm. 812-866-3211.
- 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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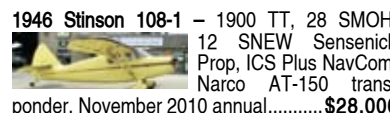
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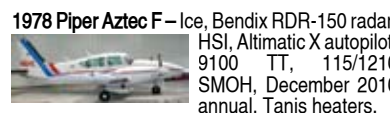
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BILL REWEY FROM PAGE 57

Over his 65 years of flying, Bill and Marion have owned type-certified production aircraft – first a Stinson 10-A, and later a Cessna 150 and two C-172s, and flown them all over North America, including to San Diego, the Bahamas (three times), and Alaska (two times). Ask Bill sometime about the mis-fueling incident at a small airport on the Arctic Circle that nearly made them bear food. They have enjoyed adventures together and made memories that, now as the years begin to catch up to them, prove to be a treasure chest of well-spent time and money.

Bill Rewey has accumulated about 3,400 hours as PIC, with his commercial pilot certificate and instrument rating. He has been a

member of local EAA chapters for over 40 years and volunteers his time doing the Pietenpol forums and also contributes to various Pietenpol publications. As mentioned already, he is an EAA Technical Counselor and is listed on the EAA Speakers Bureau. Quite the amateur aeronautical engineer, Bill has fashioned an ingenious method of adding a starter to the Continental A65 engine.

Following his retirement, Bill agreed to teach model airplane building to youngsters in after-school classes. Over one hundred “future pilots” have experienced the satisfaction of seeing their creations actually fly. In 1994, Bill supervised EAA Chapter 93’s construction of a Corben Super Ace replica which hangs in the passenger

terminal of the Dane County Regional Airport in Madison, Wisconsin.

These days find Bill focusing on the home front, working around the house, and tending to the needs of Marion, his bride these past 62 years. He still finds time, however, to spend at the airport, working on repairs to the CH801, which suffered an engine failure forced landing back in 2009. Soon he will have it in the air again, probably giving more Young Eagles the gift of their first flight.

And, oh yeah, Bill will be at AirVenture this summer, giving the Pietenpol forum as usual and holding forth in the Aircamper or Zenith show plane area out on the flight line. Stop by, say hello and thank him for a job well done! □

GARMIN & DMFS FROM PAGE 49

bottom of the screen. For those who prefer traditional data entry via buttons and knobs, the GTN systems have a dual concentric knob for data entry, volume/squelch knob, “home” button and “direct to” button so that pilots can do all the basic fundamentals – like establish a route and change COM frequencies – without using the touchscreen. With the home key, pilots are seldom more than two taps away from all primary pages and functions.

Thanks to built-in terrain, mapping and obstacle databases, the GTN provides a greatly enhanced, high-resolution presentation of the surrounding area. A built-in terrain elevation database shows color-coded alerts when potential terrain conflicts are ahead. Full Class B TAWS alerting is also available as an option. The SBAS/WAAS equipped GTN 650 and 750 let pilots fly GPS-guided LPV glidepath approaches down to ILS-comparable minimums. In addition, precise course deviation and roll steering outputs can be coupled to select autopilots so that IFR flight procedures may be flown automatically.

Because the GTN offers a wide array of compatibility with select Garmin avionics and sensors,

Garmin has made it possible to have a consistent and intuitive interface to other systems – like audio and transponder – by creating simplified systems management functionality on the GTN flightdeck. Saving valuable panel space, Garmin’s new GMA 35 remote mount audio processor (optional) interfaces with the GTN 750 and makes it possible for the GTN to be used as a touchscreen control head for the aircraft’s audio and intercom functions. The GMA 35 helps streamline cockpit communications with record/playback capability for copying clearances. It also includes an internal microphone that senses the amount of ambient noise and automatically adjusts the cockpit speaker and the headset volume based on the level of noise in the cockpit. Garmin’s GTX 32/33/33D remote transponders (optional) also interface with the GTN 650 or 750 so that pilots can control transponder function from the GTN’s display. Optional versions of the GTX 33/33D mode S transponders are available which support ADS-B/Out.

Optional XM WX Satellite Weather™, lightning, and traffic system inputs are also supported and may be overlaid on the moving map. In addition, XM radio is available as an

option (XM WX Satellite Weather™ and radio service is only available to U.S. and Canadian customers with a subscription and with an optional GDL 69 series datalink receiver).

The standard GTN 650 and GTN 750 feature a 10-watt COM, and a field upgradeable 16-watt version is also available. In third quarter 2011, Garmin will make available a GTN 725, which is similar to the GTN 750, and is a GPS only unit. Also, a GTN 625 will be available that is a GPS only unit, and a GTN 635 that is a GPS unit with a VHF communications radio. All units are SBAS/WAAS enabled.

The expected suggested retail price of the GTN 650 is \$11,495 and \$16,995 for the GTN 750. The expected suggested retail price of the GMA 35 remote audio processor is \$2,995.

DMFS hosted a VIP customer open house April 19, 2011 to introduce the new Garmin® products. The exhibit continued on the following day at the 2011 Iowa Aviation Conference held in West Des Moines where hundreds of more pilots viewed the “magic” technology for the first time.

For information contact Doug Nehls at dnehls@dmfs.com or Arnold Hill at adhill@dmfs.com, or call 515-256-5300 <http://sites.garmin.com/gtn/>. □



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