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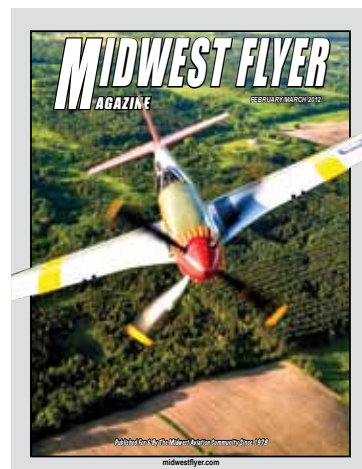
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ON THE COVER: You, too, can be in the cockpit of this P-51C Mustang, which is owned and operated by the Commemorative Air Force "Red Tail Squadron," based at Fleming Field, South St. Paul, Minnesota. Complete story on the squadron, its work on educating people about the role of the Tuskegee Airmen, and the George Lucas film "Red Tails," beginning on page 16.

Photo by Max Haynes



HEADLINES

| | |
|---|----|
| North Dakota Airspace Plan Raises Concern At AOPA | 21 |
| Bryan Budds Named Manager of AOPA Great Lakes Region | 22 |
| Major Changes At EAA Intended To Help Reshape Organization To Better Fulfill Mission | 22 |
| Kestrel Aircraft Corporation Lands In Superior..... | 48 |
| Chicago Area GA Accident Discussed | 54 |
| EAA Testifies Before NTSB On Air Show Safety | 23 |
| White House Wants User Fees | 53 |

COLUMNS

| | |
|--|----|
| AOPA Great Lakes Regional Report - by Bill Blake | |
| AOPA – More Engaged At Grassroots Level Than Ever Before | 20 |
| Ask Pete - by Pete Schoeninger | |
| Wheel Pants & Overhauls..... | 11 |
| Aviation Law - by Gregory J. Reigel | |
| FAA Revises Its Dosing Interval Standard | 12 |
| Dialogue - by Dave Weiman | |
| What's A Commencement Speech Worth? | 8 |
| Flight Training - by Harold Green | |
| Some Ruminations On Aeronautical Decision-Making..... | 55 |
| From AOPA Headquarters - by Craig Fuller | |
| Taking Local To The Next Level..... | 21 |
| High On Health - by Dr. John Beasley | |
| Consulting Dr. Google | 12 |
| Instrument Flight - by Michael Kaufman | |
| GPSS or Roll Steering On Autopilots | 14 |
| Minnesota Aeronautics Bulletin - by Christopher Roy | |
| It's Just The Beginning | 52 |
| Sport Pilot – Light Sport Aircraft - by Ed Leineweber | |
| SP/LSA Movement At The Crossroads | 34 |
| Wisconsin Aeronautics Report - by Jeffery Taylor | |
| Know The Weather & Be Flexible To Fly Another Day..... | 54 |

FEATURES

| | |
|---|----|
| CAF Red Tail Squadron – In Honor of the Tuskegee Airmen..... | 16 |
| Where The Cowboys Were Indians – by Jim Bildilli | 42 |
| WWII Vet Savors Gift of Flight – by Brooke Miller Hall..... | 43 |
| Bayfield... Where You Land, Depends On What You Want To Do – by Dave Weiman..... | 24 |
| Saving Lives... All In A Day's Work!..... | 47 |

SECTIONS

| | |
|--|----|
| At Our Airports..... | 33 |
| Awards & Recognition | 37 |
| Calendar | 58 |
| Classifieds | 60 |
| Destinations | 24 |
| Education..... | 45 |
| Letters..... | 10 |
| MATA's Minnesota Aviation Industry News..... | 50 |
| People In The News | 40 |
| Products & Services | 57 |
| WATA Difference | 48 |



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Index To Advertisers

| | |
|---|-------------|
| Academy College..... | 11 |
| Aero Fabricators, Inc..... | 29 |
| Aero Insurance, Inc..... | 39 & 48 |
| Aero Legal Services..... | 25 |
| Aeronautical Adventures, LLC..... | 60 |
| Aircraft Owners & Pilots Association (AOPA)..... | 13 |
| Aircraft Propeller Service, Inc..... | 31 |
| AircraftInsurance.com..... | 60 |
| airpac.com..... | 47 |
| Approach Fast Stack..... | 19 |
| ARMA Research, Inc..... | 60 |
| Avfuel Corporation..... | 44 & 61 |
| Basler Turbo Conversions, LLC..... | 48 |
| Beaver Aviation, Inc..... | 43 & 48 |
| Bell, Moore & Richter, S.C..... | 46 |
| Best Oil Company..... | 27 |
| Bolduc Aviation Specialized Serv..... | 17 & 48 |
| Bolton & Menk, Inc..... | 26 |
| Brackett Aircraft Co., Inc..... | 14 & 48 |
| Cessna Aircraft Co..... | 41, 48 & 61 |
| Chicago Piper..... | 2 |
| Cirrus Aircraft..... | 61 |
| DAHER-SOCATA (TBM 850)..... | 61 |
| Dawley Aviation Corp..... | 48 |
| Des Moines Flying Service, Inc..... | 2 |
| E-Z Heat, Inc..... | 60 |
| Eagle Air..... | 8 |
| Eagle Fuel Cells..... | 28 |
| Eagle River Union Airport..... | 28 |
| Eastern Aviation Fuels (Shell Aviation)..... | 3 |
| Express Airport Services..... | 7 |
| Field of Dreams..... | 8 |
| Fond du Lac Skyport..... | 48 |
| Garmin..... | 19, 61 & 64 |
| Glencoe, Minn. Municipal Airport..... | 60 |
| Gran-Aire, Inc..... | 41, 48 & 60 |
| Harbor View Pub & Eatery..... | 32 |
| Hi-Fold Door Corporation..... | 60 |
| Johnson Aviation Insurance..... | 33 & 48 |
| Lakeshore Aviation..... | 44 |
| Leineweber, Edward E. (Attorney)..... | 46 |
| Maxwell Aircraft Service..... | 47 |
| Metropolitan Airports Commission..... | 17 |
| Mid-Continent Aircraft Corp. (Cessna C-Star)..... | 60 |
| Mid-Continent Insurance..... | 60 |
| Midwest Aircraft Appraisal..... | 60 |

| | |
|--|--------------------|
| Midwest Flyer Magazine..... | 48, 59 & 64 |
| Miminiska Lodge..... | 45 & 57 |
| Minn. Av. Maintenance Technician Conf..... | 9 |
| Minnesota Aviation Trades Association..... | 50 |
| Minnesota DOT Office of Aeronautics..... | 52 |
| Minnesota Petroleum Services..... | 10 |
| Morey Airplane Company..... | 60 |
| NationAir Aviation Insurance..... | 48 |
| National Air Transportation Ass'n..... | 48 |
| NewView Technologies, Inc..... | 48 |
| OMNNI Associates..... | 60 |
| Orr, Minn. Regional Airport (Hangar Sites)..... | 60 |
| Outagamie County Regional Airport..... | 7 |
| Park Rapids Avionics..... | 19 |
| Pat O'Malley's "Jet Room" Restaurant..... | 30 |
| Phillips 66..... | 8, 15, 27, 41 & 51 |
| Piper Aircraft, Inc..... | 2 & 61 |
| Platinum Flight Center..... | 7 |
| Price County Airport, Fly-In & Air Show..... | 32 |
| Racine Commercial Airport..... | 48 |
| RAM Airborne..... | 62 |
| Rapco Fleet Support, Inc..... | 48 |
| Red Wing Aeroplane Company..... | 21 |
| Reigel Law Firm, Ltd..... | 25 |
| Rushford, Minn. Municipal Airport..... | 60 |
| Schweiss Doors..... | 10 |
| Shell Aviation..... | 3 |
| Short Elliott Hendrickson Inc..... | 35 |
| Skycom Avionics, Inc..... | 64 |
| S. St. Paul Municipal Airport (Fleming Field)..... | 15 |
| Southern Wisconsin Regional Airport..... | 60 |
| Tailwind Flight Center..... | 7 |
| Tanis Aircraft Products, Inc..... | 37 |
| Thunderbird Aviation..... | 11 & 64 |
| Tri-County Regional Airport (Lone Rock, Wis.)..... | 8 |
| Trimcraft Aviation..... | 48 |
| Ulteig..... | 22 |
| West Bend Air, Inc..... | 48 |
| Western Petroleum Company..... | 51 |
| Wicks Aircraft Supply..... | 23 |
| Wings Financial..... | 5 |
| Winona State University..... | 12 |
| Wipaire, Inc..... | 63 |
| Wisconsin Aviation, Inc..... | 48 & 61 |
| Wisconsin Aviation Trades Ass'n..... | 48 |
| Wisconsin DOT Bureau of Aeronautics..... | 54 |

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What's A Commencement Speech Worth?

by Dave Weiman

A good graduation commencement speech can serve as a reminder to graduates and those of us in the audience, as to what we need to do in life to succeed, and to live happy and prosperous lives.

Peggy and I recently attended our daughters' commencement ceremonies, and we both came away from the programs thinking that the commencement address speeches had substance.

One of the speakers, David Wittwer, President and Chief Executive Office for TDS Telecommunications Corp (TDS®), the seventh largest telecom provider in the U.S., worked his way up the ladder, beginning with the company in 1983. He started as an internal auditor, then division accounting manager, controller, executive vice president of staff operations, chief financial officer, and then chief operating officer, before being named president and chief executive officer in 2006. He actually reminded me of Mark Van Tine, President and CEO of Jeppesen. Like Mark, David worked in a number of departments before reaching the top spot, and they both come across as genuine good people. This is the kind of leadership any business or organization needs, and it is this kind of leadership that can



Dave Weiman

relate with one's employees and earn their respect.

David stated that he has many goals for his company: providing great service to his customers, delivering quality products and services, promoting a positive work environment that employees can be proud of, and giving shareholders a good return on their investment. You don't have to be the "top dog" in a company or organization to have these goals. In fact, David would like everyone who works with him to share these same goals, and commends those who do.

David concluded his speech by telling us that regardless of what we do in life, to be caring people, authentic, consistent, a role model, to maintain integrity, learn as a student, stay current, teach someone something that will help them or others, and find people with special skills or knowledge to "network" with.

As you will read in this issue, "networking" with others within and outside our industry is very important for us as individuals, and as an industry. Something else in this issue we feel is very important is a story about the Commemorative Air Force "Red Tail Squadron" of the Tuskegee Airmen. The six guiding principles of the squadron's educational mission are to Aim High, Believe In Yourself, Use Your Brain, Never Quit, Be Ready To Go, and Expect To Win. These principles would also make for an excellent conclusion to a commencement speech. □

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LETTERS

Hi Dave:

I thought you might be interested in the progress of my grandnephew, Aaron Wolmutt. If you recall, earlier this year I contacted you for information about flight schools in the Madison area. He flew with an instructor at Morey's in Middleton, Wisconsin.

Aaron had budgeted \$3,000 to achieve his license. His comment about finances was: "Finances were my biggest roadblock to getting the certificate. It's a huge expense above all things teenagers do, like sports, saving for college, etc."

I helped him financially using a negotiated "contract" that Aaron helped to write. It had to do with schedule, behavior and stated goals. I am amazed that he accomplished everything he set out to do, except to finish before the school year started because of schedule conflicts. He successfully completed his checkride the day before Thanksgiving.

Aaron was truly diligent, completing his checkride after 44.6 hours (way above today's average). He is a senior in high school planning to go to the University of Wisconsin/Milwaukee next year. (He got word of his acceptance there the same day as his checkride!)

Aaron's parents have no aviation background and they could not budget Aaron's flying on such an intense basis at this time. His mom, Marcy, is a full-time student working to become a physical therapist. She was his first passenger and apparently liked the flight.

It's a great aviation story, and I wanted to share it with you.

Marilyn Meline
Stanton Airfield
Stanton, Minnesota

Letter To The Editor:

I'm glad to see Dave Weiman's opinions concerning industry reform. I think he is barely scratching the surface. The crux of General Aviation's decline is the cost of government mandates and regulation. This has evolved to a complex issue that involves big business, influence, and money – part of the reason 1320 lbs. (a round number of 600 kilograms in Europe) is the limit for LSAs.

I remember the days of a less invasive FAA when a (Cessna) 172 cost \$15,000, about \$100,000 in today's numbers. However, essentially the same airplane today costs \$300,000 new and unimproved. In the less regulated automobile industry, the \$5,000 Chevy now costs about \$30,000, and it is much updated and improved. This is exactly where costs should be according to the CPI. Items that are unregulated, like computers, have seen price drops with tremendous performance increases.

The complex regulatory and mandating nightmare that is government is the cause of cost inefficiency and the decline of aviation. An example is the new regulations that are a result of the Buffalo tragedy. Part of the cause of that accident was (pilot) fatigue caused by the crew commuting and not getting adequate sleep. This was the sole generator of the fatigue regulation. However, the root cause of the crews fatigue contributing to the accident (commuting) was not addressed in the expensive regulation. Big business, money, and government in bed with them twisted the regulation in this manner.

I used the above only as an example of similar regulations that exist and are twisted in a way that give existing big business an advantage at great cost to consumers.

Glenn Hake
Byron, Illinois



CORRECTION: In the Dec 2011/Jan 2012 issue of *Midwest Flyer Magazine* (page 47), it is incorrectly stated that John Phillips of Red Wing Aeroplane Company in Red Wing, Minn. was promoted to both the director of operations and chief pilot positions, when in fact, Phillips was only promoted to the "director of operations" position. Howard Ives succeeded Phillips as chief pilot.

Congratulations to both John Phillips and Howard Ives, and to Wes and Lil Converse on the continued success of the Red Wing Aeroplane Company.

(L/R) John Phillips and Howard Ives of Red Wing Aeroplane Company with one of the company's Cessna Citations.

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ASK PETE

by Pete Schoeninger



Dear Pete:

I own a fixed-gear aircraft with wheel pants and live in the Snowbelt. Do you recommend that I remove the wheel pants during the winter? It is such a hassle.

Fixed-Gear Aircraft Owner
Lansing, Michigan

Dear Fixed-Gear Aircraft Owner:

Yes, it is always a good idea to remove wheel pants during the winter.

What can happen is if you take off from a slushy runway, the slush inside the wheel pant can freeze to the tire. Then, when you land, the tire will not turn and could burst from the friction. This is not a common occurrence, but I have seen it happen.

I don't know why, but wheel pants on Cirrus aircraft do not seem to be a problem, as every Cirrus I have ever seen has had their wheel pants on year around.

Pete Schoeninger

Dear Pete:

I own a Cessna 182 Skylane and expect I will need a overhaul in the not-too-distant future. What are my options?

Dear Skylane Owner:

If you have a field overhaul done, you pay for labor and actual parts needed. Typically the second overhaul will need more parts than the first, but not always the case. That is true with piston, or turbine engines. It is especially true with piston engines if you did not replace cylinders at first overhaul, then usually they will need to be replaced at second overhaul at a cost of at least \$1,000 per cylinder.

Owners have a choice between buying a factory remanufactured engine, rebuilding their existing engine, or overhauling their existing engine.

Q: A friend said I had to go to the FSDO office and get some paperwork for my airplane before I could loan it to a friend who flies skydivers. Is that true?

A: Not always. If you look in your pilot operating handbook (POH), a few airplanes have information and give permission on being used as a parachute platform. But most don't, so if you don't find proper info in the POH, make a trip to your local FSDO, and call ahead to make sure someone will be there who can help you.

EDITOR'S NOTE: Email your questions to
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FAA Revises Its Dosing Interval Standard

by Gregory J. Reigel

Attorney At Law

According to the latest edition of the Federal Air Surgeon's Medical Bulletin, the FAA has revised the dosing interval standard (the time between taking medicine with known side effects until going flying) to reflect a longer waiting time. The standard has been increased from two to five dosing intervals. For example, if the instructions on the medication bottle say to take it every six hours, then an airman must wait until at least 30 hours after the last dose before he or she may fly. The FAA also advises that an airman should "[n]ever fly after taking a new medication for the first time



Greg Reigel

until at least five maximal dosing intervals have passed and no side effects are noted."

It is important to note that this dosing interval standard only applies to certain disqualifying medications such as antihistamines (e.g. Benadryl or Zyrtec). If an airman is taking other disqualifying medications (e.g. antiepileptics, antispasmodics, and certain alpha blockers and antihypertensives), the airman will need to obtain FAA approval for return to flight after discontinuing the medication. More information on this topic is also available in the Guide for Aviation Medical Examiners.

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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).

Consulting Dr. Google...

by Dr. John Beasley, M.D.

Aviation Medical Examiner

Professor Emeritus and Clinical Professor

Department of Family Medicine

University of Wisconsin - Madison

...at least that's what we call it in the clinic when we go to the Internet when we don't have a quick answer for some question.

Perhaps you have a question regarding medical certification. Maybe your "doc" has just made a diagnosis of elevated blood pressure and you want to know how this will affect your medical certificate. You Google "FAA elevated blood pressure" and the first several hits give you more information than you ever wanted to know about the official policy and certification requirements.

Are you an AOPA member? Go to their website, then to their Medical Certification Center, and search for elevated blood pressure and you get not only the short version of the FAA policy, but some other useful information – including some strategies to lower blood pressure without taking medications.

Or, perhaps your personal doc has decided that you



Dr. John Beasley

should take cetirizine (Zyrtec) for allergies. Consult with Dr. Google using "FAA cetirizine" and immediately you will get to several web sites that will let you know that it is a "no-no" when you are a required crewmember.

So what are your choices? Back to Dr. Google, again. You can search "FAA antihistamines" and you will get to several websites that address the general issue. Toss the prescription that the doc gave you and get some over-the-counter loratadine (Claritin). That works and is legal. Again, the AOPA website also gives brief and specific information.

Finally, if you want the really hard-core scientific literature, go to "Google Scholar," which specifically searches the scientific literature for randomized controlled trials and the like.

But searching the Internet can have its risks – one colleague of mine suggested it can be like drinking from a hose and you are not sure where the other end is! So look for the source before you assume that the information is correct.

And in this same vein, one thing that the Internet is not so good at is providing information about the likely causes of physical symptoms. So you have a headache – could it be a brain tumor? Dr. Google says, "Sure, headaches can be caused by brain tumors," and you panic. But here is where things get a bit uncertain. While headaches can be an early sign of brain tumors, I've never seen it in my career – but I have seen thousands of patients with headaches. So, if you have some specific symptom, be careful about using Internet sources. It may just scare the dickens out of you and is not likely to be very useful.

Oh yes, and just for fun, I Googled up the N number of the Cessna 140 that I soloed in. It is still out in California, but apparently not currently in license. Humm... Maybe I ought to go and see if it is for sale. I sure had a lot of fun flying it!

EDITOR'S NOTE: Dr. John W. Beasley is a professor at the University of Wisconsin School of Medicine and Public Health, Department of Family Medicine, and an Aviation Medical Examiner (AME).

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A Closer Look at Community

Have you ever felt that you're part of something special? It's a great feeling to know that you "belong" and are surrounded by supporters. Being part of a community, whether it's a book club, a neighborhood, or a family, can make life a little more enjoyable—and a little easier when times get tough.



Communities are especially important when your interests lie outside the experience of most of your peers. And that's certainly the case for many pilots.

At AOPA, we've been doing a lot of research about how to grow the pilot population—from inviting newcomers to take part, to nurturing students through training, to making it easier for pilots to keep flying. And one of the things we've discovered is that pilots who are part of an aviation community get more out of their flying.

Well-run flying clubs are great examples of communities in action. Pilots who belong to the best flying clubs develop a network of friends to share their experiences, have ready access to aircraft, find support among their peers, and fly more while paying less.

So, to help everyone get the most from general aviation, we will be looking more closely at what makes a good community and sharing what we learn with you. We know there are some wonderful communities out there, and we'll be celebrating their success even as we seek ways to duplicate it.

If you belong to an exceptional community, I hope you'll share your story with us and encourage your fellow pilots to take part, as well. We need your input to give us the best possible understanding of what works. This is truly a case of "the more, the merrier."

For our part, all of us at AOPA will do everything we can to help build stronger GA communities. I believe our future depends on it.

Craig L. Fuller
AOPA President and CEO



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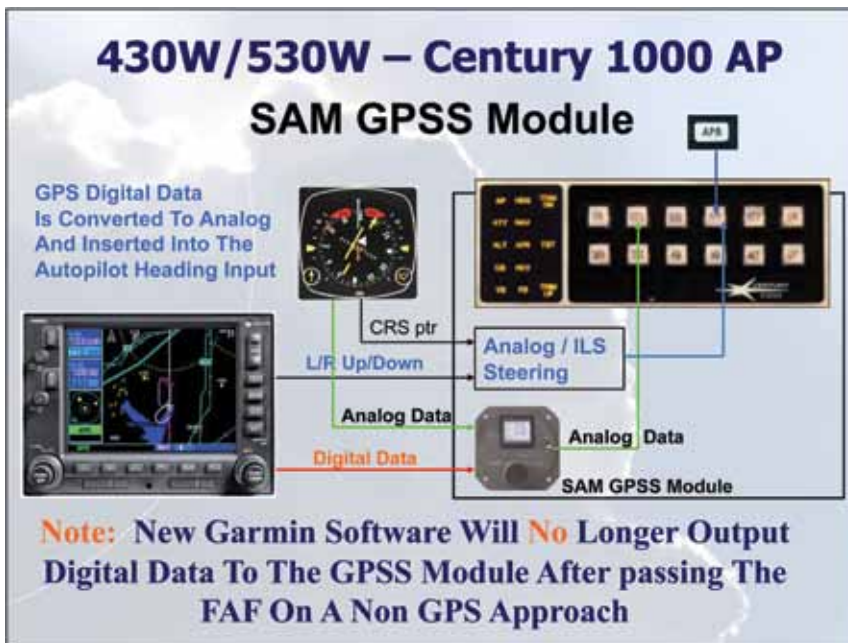
by Michael Kaufman



Michael Kaufman

It seems like I have become an autopilot troubleshooter since beginning my articles on autopilots in *Midwest Flyer Magazine*. After coming to me

for some instruction following an autopilot repair, fellow pilot Galen Manternach of Wisconsin Rapids, Wis., and I found that it would be necessary to return to the shop. After briefing on how to program the autopilot, which in this case was a King KFC 225 with flight director and altitude preselect, we departed using the GA button to set pitch on the flight director for climb out. After reaching a safe altitude, the autopilot was turned



on with the preselected altitude set to 3000 feet. The airplane did not level off as programmed, so the rest of the flight was focused on troubleshooting. After several phone calls, the aircraft was on its way back to the autopilot shop.

So let's apply some autopilot basics to help us better understand what happened before proceeding to my originally intended subject (GPSS) or "roll steering."

Autopilots use servos to translate electrical energy into mechanical outputs to fly the airplane. As a safety feature, it is necessary for the pilot to be able to overpower these servos so a safety or slip clutch is included as part of the servo. In our case, a remanufactured servo had this clutch set too loose, thus slipping rather than applying elevator down pressure. It is very important to preflight the autopilot as part of the checklist prior to flight and follow the manufacturer's approved procedures. In some cases, this includes the pilot overpowering the servo to check the slippage of this clutch. This should not be done on all autopilots, as it may damage the servos, so please check your manual! Two servos later, the autopilot in

Galen's airplane is now working well.

There are a lot of great features available on today's autopilots, but the basics have not changed since the 1960s. What I consider as most important on any autopilot is the ability to keep the wings level and fly a heading and altitude. In my first article in this series on autopilots, I mentioned altitude hold as this is how one gets in trouble with ATC, as their separation is based primarily on altitude. Back before GPS when we flew VOR signals on the autopilot, there was a constant "S" turn on intercepting a signal. It would take several corrections on the autopilot to get established on course. Today, we have GPS and with it a great creation called GPSS or "roll steering." Let's cover the history and operational characteristics of GPSS and available units.

My first recollection of GPSS came with the King KLN 90 GPS and the King KFC 225 autopilot. In order for this to work, we need a GPS that can output a digital signal and an autopilot that could read the digital signal. The cool part of GPSS is its ability to precisely capture a course and fly it applying the necessary wind correction, no more hunting and "S"

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turns. The early GPS units with digital output only had GPS approaches in their databases, so we could only use this neat feature on GPS approaches. Garmin broke the data base barrier by including all published approaches, making GPSS the latest great advancement in aviation navigation with the introduction of the Garmin 430 and 530. Other digital autopilots came on the market, along with add-on units to convert the digital signal to analog to use with older autopilots. Some of the manufacturers of these digital-to-analog converters included DAK and Icarus, and are priced from \$700.00 and up, plus installation. A very important item to remember when using these converters is that the autopilot must be set to "heading mode," and turning the converter on or off selects whether you are flying GPSS or just the heading mode. There should be a light or indicator to tell the pilot the mode he is in when the autopilot function light indicates heading.

The first GPS manufacturer to take full advantage of all of the GPSS functions and features was the Apollo CNX 80 that later became the Garmin 480 and was later discontinued by Garmin. The CNX 80 was the first WAAS box, and it allowed a digital autopilot to fly course reversals, procedure turns, and holding patterns. To this day, the CNX 80 has some great features that have not yet been incorporated into the Garmin 1000 box. I will include more details on the CNX 80 in a future column dedicated to WAAS.

When I get into an aircraft to give instruction, especially instrument instruction, I now find that 80 percent of the aircraft are equipped with a WAAS GPS and some sort of GPSS autopilot or digital-to-analog converter. These aircraft as equipped can be programmed to fly to the initial approach fix, do a course reversal, and fly the approach and the missed approach procedure when necessary if properly set up, completely on the autopilot.

There are some secrets that I need to share on the proper set up. First, we must program and activate the approach selecting the initial approach fix we wish to use. REMEMBER, every approach must begin at an initial approach fix unless we are getting radar vectors. (I will address using radar vectors in a future column on GPS and WAAS.)

The next step after activating the approach is to turn on the autopilot and select GPSS. The airplane should proceed to the next selected waypoint in the flight plan. This may be part of a published transition or the initial approach fix, then do a course reversal or procedure turn if required and become established inbound on the intermediate or final approach course.

The next step is very important and often forgotten. Once established inbound, it is necessary to select the approach mode on the autopilot. This switches the autopilot back to analog mode and allows the autopilot to intercept and follow the glideslope. Note, a few next generation autopilots will fly a digital glideslope when provided

on a WAAS approach, and there is no need to select the approach mode on the autopilot.

More than 75 percent of all published approaches today incorporate some sort of vertical guidance to landing. These include ILS, LPV, LNAV/VNAV and LNAV+V. All of the previously mentioned approaches when depicted with a glideslope will clear all stepdown fixes when following the glideslope. Approaches that do not include vertical guidance are LOC, VOR, NDB, LDA and SDF, but should still be flown using the approach mode on the autopilot once established inbound. Pilots should note that Garmin GPS units will discontinue the digital signal on all non-GPS approaches once passing the final approach fix. This was done to keep pilots from using the GPS signal on GPSS for non-GPS approaches.

We have covered some of the major components of autopilots, but there is still so much to say about them and little tricks one may use. I will be focusing the next several issues on flying with the GPS, but will continue to support autopilot usage as it applies.

Until then, always fly safe!

EDITOR'S NOTE: Michael "Mick" Kaufman is the 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. Email questions to captmick@me.com. □



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

CAF Red Tail Squadron – In Honor of the Tuskegee Airmen



With the release of the motion picture “Red Tails” on January 20, 2012, more Americans are becoming aware of the contributions made by the Tuskegee Airmen during World War II, but the effort to educate people started with the “Red Tail Squadron” of the Commemorative Air Force (CAF), based at Fleming Field, South St. Paul, Minnesota.

The goal of the Tuskegee Airmen was to fight the Axis powers during World War II as pilots in the U.S. Army Air Corps. The squadron’s biggest obstacle was racial prejudice and segregation.

Once these young patriots were given the opportunity to train as pilots, they worked hard to be the best pilots in the corps.

The Tuskegee Airmen earned hundreds of citations, awards and medals for their wartime record, which was key to the U.S. military’s decision to desegregate in 1948. In 2007, the Tuskegee Airmen, as a group, were awarded the Congressional Gold Medal as an acknowledgment of their efforts and accomplishments.

The movie “Red Tails” is bringing a great deal of attention to the work of the all-volunteer Red Tail Squadron. The squadron was created in the mid-1990s to likewise honor the accomplishments of the Tuskegee Airmen. The squadron restored and maintains a P-51C Mustang, painted in Tuskegee Airmen colors with a red tail, and flies aerial demonstrations at air shows throughout the United States.

Max Haynes Photo



Dave Weiman

(ABOVE) The CAF Red Tail Squadron’s “Rise Above” traveling exhibit at EAA AirVenture-Oshkosh 2011. The 53-foot custom tractor-trailer has sides that slide out to create a 30-seat, climate-controlled movie theater with a 180-degree screen. The outside of the tractor-trailer displays photos of the squadron’s Red Tail Mustang, and in itself, is a portable billboard.

(LEFT) While the CAF Red Tail Squadron and its P-51C Mustang were not involved in the motion picture “Red Tails,” director/producer George Lucas was fully aware of the squadron’s efforts and came to see its “Rise Above” traveling exhibit at EAA AirVenture in Oshkosh, Wisconsin in July 2011.

Chris Hibben



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(L/R) CAF Red Tail Squadron pilots Doug Rozendaal and Brad Lang with the squadron's P-51C Mustang at EAA AirVenture-Oshkosh 2011. Lang, whose own father was a Tuskegee Airman, is the current leader of the squadron.

In addition to their beautifully restored Mustang, the Red Tail Squadron placed a traveling exhibit on the road beginning in 2011. The traveling exhibit, called "Rise Above," is housed in a 53-foot long semi-trailer that has been turned into a theater with a 180-degree IMAX-type movie screen with seating for 30 people. The climate-controlled theater shows an original film about the airmen and their role during World War II and beyond. The traveling exhibit accompanies the Mustang to air shows, but also make stops at schools, museums and other "off-tarmac" venues so students and others, who cannot attend an air show, can still learn about the Tuskegee Airmen. The traveling exhibit is sponsored by the Texas Flying Legends Museum based in Houston, Texas.



The cast of the motion picture, "Red Tails."

In the "Rise Above" film, Tuskegee Airman Col. (ret) Charles E. McGee plays himself. "Col. Mac" holds the U.S. Air Force record for most combat missions – 409 over a span of three wars. The film also features the story of the more than 14,000 other black men and women who trained hard to support the pilots. "Rise Above" was created

by Emmy Award-winning filmmaker, Adam White, of Hemlock Films. Air show spectators and students may tour the traveling exhibit "free," but donations are welcomed.

Hollywood filmmaker and director, George Lucas, who personally funded the production of "Red Tails" because he felt that the story of the Tuskegee Airmen needed to be told, is very much aware of the efforts of the Red Tail Squadron. Lucas personally toured the squadron's "Rise Above" traveling exhibit during EAA AirVenture in Oshkosh, Wis., in July, and was impressed. He stated while his movie is the "dessert" (entertainment-wise), the Red Tail Squadron's traveling exhibit is "the main entrée," having a far reaching impact on youth. Actor Cuba Gooding, Jr., visited the traveling exhibit at the AOPA Summit in Hartford, Connecticut in September 2011. The Red Tail Squadron's P-51C Mustang was not used in the movie, nor did anyone in the squadron work with Lucas on the film.



(TOP) The Marcus Oakdale Cinema in the Twin Cities was where the Midwest premier of "Red Tails" was held January 20, 2012.

(BOTTOM) The lobby of the Marcus Oakdale Cinema displayed information on the CAF Red Tail Squadron.



A scene from the motion picture "Red Tails."

The history of the Tuskegee Airmen's perseverance and ultimate success is the foundation for the six guiding principles of the CAF Red Tail Squadron's educational mission: Aim High, Believe In Yourself, Use Your Brain, Never Quit, Be Ready To Go, and Expect To Win.

"Red Tails" Premier In Twin Cities

The CAF Red Tail Squadron and the Don Hinz family held a premier of the motion picture "Red Tails," January 20, 2012 at the Marcus Oakdale Cinema in the Twin Cities. The premier was coordinated by longtime CAF volunteer, LaVone Kay.

Don Hinz was the squadron's leader up to the time of his death on May 29, 2004, when the Red Tail P-51C Mustang experienced mechanical problems during a flyby at the "Wings of Freedom: Salute to Veterans" air show at Red Wing Airport in Red Wing, Minnesota. The aircraft sustained major damage, but was meticulously restored to its original condition, thanks to donations over a period of several years. Hinz, who was also a pilot for Northwest Airlines at the time of his death, was inducted into the Minnesota Aviation Hall of Fame in 2007 for his work with the Red Tail Squadron.

Airport Mural Highlights Heroes Depicted In "Red Tails"

Some of those same Tuskegee Airmen featured in the motion picture "Red Tails" are also part of a mural called "Black Americans In Flight" that has been displayed at Lambert-St. Louis International Airport since 1990. The mural will be rededicated on February 16, 2012, and is located in the baggage claim area in Terminal 1.

The mural was painted by St. Louis artists Spencer Taylor and Solomon Thurman to highlight the contributions of African American achievements in aviation from 1917 to the space age. The Tuskegee Airmen are prominently featured in 75 portraits including Eugene Jacques Bullard, Benjamin O. Davis, Jr., Clarence "Lucky" Lester, and Wendell Pruitt, a St. Louis pilot who received a Distinguished Flying Cross after downing three planes and sinking a destroyer during World War II. Those who supported black aviators are also featured, including Eleanor Roosevelt and President Harry S. Truman.



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GREAT LAKES REGIONAL REPORT

by Bill Blake

AOPA Great Lakes Regional Representative

AOPA – More Engaged At Grassroots Level Than Ever Before

As announced at the AOPA Summit in September 2011, AOPA will be committing more resources to working at the regional, state, and local levels to address issues facing the aviation industry. Although we realize that what happens in Washington affects all of us, there have been more and more issues arising with local governments.

AOPA's goal is to become more engaged at the grass roots level, while continuing to maintain its active federal and state legislative advocacy. This makes good strategic sense.

While AOPA has had an exceptional regional representative program, 12 "part-time" people like me, located throughout the country, have staffed the regions. Beginning January 1, 2012, AOPA added seven (7) "full-time" regional managers, and the regions themselves are now realigned and expanded to cover the same states as the FAA regions, which also makes good strategic sense.

My role has now changed from representing only one region, to one of supporting any region that needs my help, depending on the need and issue, and my expertise. I suspect most of my assignments will be in the Great Lakes Region, but the new program provides for the flexibility to utilize me anywhere. So my title has changed from AOPA Regional Representative, to simply AOPA Representative.

I want to welcome Bryan Budds of Flat Rock, Michigan, as our new AOPA Regional Manager for the Great Lakes Region. He will be a real asset to the general aviation community. Bryan will be responsible for all state legislative issues in the region, among many other duties. You will become more familiar with Bryan beginning with the April/May 2012 issue of *Midwest Flyer Magazine*, as he takes the lead in writing the AOPA Great Lakes Regional Report.

Since my role is changing, I would like to take this



Bill Blake

opportunity to thank the many friends and organizations in the aviation community who I have had the opportunity to work with over the nearly 13 years I have represented AOPA, and during the previous years as the Director of Aeronautics for the State of Illinois, as a member of the National Association of State Aviation Officials (NASAO) board of directors, as the Executive Director of the Illinois Aviation Trades Association (IATA), and as a commissioner of the Greater Peoria Airport Authority (PIA). None of those activities would have been nearly as rewarding without the many aviation enthusiasts I came in contact with and who I was honored to work with on our mutual aviation interests.

We have been very fortunate in the Great Lakes Region to have a strong FAA Regional Office, as well as strong Flight Standards District Offices (FSDOs), state aeronautics agencies, airport managers, statewide airport manager associations, fixed base operators (FBOs), and statewide aviation trades associations. As pilots, we sometimes forget that without these hardworking people and organizations, we would not have the best system of airports in the world.

I remember many early morning winter trips after a snowstorm when I arrived at the airport, concerned that I would not be able to make a planned trip, only to learn that the airport manager and his staff had been at the airport removing snow long before I got out of bed.

And I think about the fixed based operators I have used and how they have enhanced the value and enjoyment of my flying. Imagine what it would be like if they were not around to maintain our aircraft; provide fuel and transient services, such as rental/loaner cars, shuttle services and hotel discounts; and to share their local knowledge.

I would like to individually recognize all of the people in these organizations who I had the pleasure of working with, but space will not allow it. I do want to thank all of the organizations I mentioned above, not only for providing the many necessary routine services, but also for their rallying to benefit general aviation by working together on many legislative and regulatory issues.

I also want to thank the numerous local and statewide pilot organizations that continue to work on a volunteer basis for the benefit of general aviation. Hopefully, with the advent of AOPA's enhanced regional network, we will work even more closely together in the future.

Again, I want to thank all of you for making my vocation, avocation, and hobby so rewarding and enjoyable. I look forward to continuing to hear from you in the future on any aviation issue. My contact information remains the same. □

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Taking Local To The Next Level

by *Craig L. Fuller*
President & CEO

Aircraft Owners & Pilots Association



Craig Fuller

When people think of AOPA, they most often think of Washington, D.C. That's not too surprising. After all, our headquarters is just north of the city and we do spend a lot of time advocating for general aviation on Capitol Hill. We even have a small office in the heart of D.C. so we can keep a close eye on the agencies and decision makers that affect our freedom to fly.

But AOPA also has a strong, and growing, presence nationwide. Our Airport Support Network volunteers are based at more than 2,300 fields all across the country. They serve as our eyes and ears at their home airports, building good community relations, heading off potential problems, and keeping us informed about the happenings where they fly. They are a vital link between AOPA and thousands of general aviation airports.

And for decades we've had regional representatives to keep an eye on legislative issues in their states. But now we're taking this kind of local outreach to a new level with

the creation of our new Regional Manager Program.

We've divided the country into seven regions, each with an experienced manager to lead the way on state and local issues. As full-time employees of AOPA, our managers will have the resources and authority to take action to protect our freedom to fly. The program also marks the first time we've been able to extend regional representation to Hawaii.

At the same time, many of our regional representatives will continue to have a visible presence, representing AOPA at airshows and events in their areas.

Expanding our representation in the states is especially important now. For the past several years, cash-strapped state governments have been looking for new sources of revenue to close growing budget gaps. Many of those state governments have considered imposing new or higher taxes on general aviation to raise needed funds.

So far we've been able to work with lawmakers to prevent the passage of any new taxes on GA—and in a couple of cases, states have even repealed or reduced taxes that were already in place. That's great news, but as time goes on and the economy remains sluggish, we can expect to see even more aggressive attempts to impose taxes and fees on general aviation. With our regional managers in place, we'll be ready to meet those challenges whenever, and wherever, they arise. □

North Dakota Airspace Plan Raises Concern At AOPA

A proposal to create new restricted airspace in North Dakota for training of unmanned aircraft systems (UAS) raises more questions than it answers, undermines safety, and would set a dangerous precedent in creating additional restricted airspace for use solely by UAS, AOPA said.

On Nov. 28, the FAA published a notice of proposed rulemaking (NPRM) that would create restricted airspace for training UAS within and beyond the boundaries of the existing Devil's Lake Military Operations Area (MOA). The NPRM said the restricted areas were needed to permit "realistic training" in modern tactics. UAS would be launched from the Grand Forks, N.D., Air Force Base. Recovery operations would also be staged there.

AOPA pointed out that the proposal does nothing to explain how the UAS would be safely flown to and from the training areas from Grand Forks, and how pilots in the area would be informed of those transient operations. AOPA also is concerned with the proposal's potential to set a precedent by creating restricted airspace specifically for the purpose of UAS operations.

Pilots are encouraged to review the NPRM and submit comments on or before Feb. 12, to the FAA by email, referring to FAA Docket No. FAA-2011-0117 and Airspace Docket No. 09 (refer to AGL-31). Please also share your comments with AOPA. □

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Bryan Budds Named Manager of AOPA Great Lakes Region

FREDERICK, MD – The Aircraft Owners & Pilots Association (AOPA) created seven (7) new, full-time regional manager positions to better build strong local GA communities and strengthen the organization's relationships with state and local governments across the country.

AOPA has had a successful regional representative program for many years, primarily focused on state and local advocacy. In 2012, AOPA is re-organizing the country into seven regions, headed by regional managers who will work on state and local issues and handle pilot outreach. Many of the previous regional representatives will continue in a new AOPA program, attending aviation events as part of the association's local engagement initiative.

The hiring of the regional managers marks the first overhaul of AOPA's regional advocacy and representation in decades. AOPA President Craig Fuller said. "As



Bryan Budds

cash-strapped states eye GA taxes, cut spending on airport maintenance, and community airports face an ongoing threat, the need to make sure pilots have a voice in community decisions is greater than ever."

The new regional manager in the Great Lakes Region (Dakotas, Minnesota, Wisconsin, Illinois, Indiana, Ohio & Michigan) is Bryan Budds of Flat Rock, Michigan (bryan.budds@aopa.org). Yasmina Platt is the Central Southwest Regional Manager (Iowa, Kansas, Nebraska, Missouri,

Arkansas, Mississippi, Oklahoma, Texas & New Mexico) (yasmina.platt@aopa.org).

Great Lakes Regional Manager Bryan Budds got bit by the flying bug at age 15, and earned a private pilot certificate two years later. He decided to make a career in aviation.

"As I entered college, I knew I wanted to meld my interest in aviation with my emerging interest in public policy and was given that opportunity

through an AOPA Government Affairs internship," Budds said. Later, as a student in the George Mason University master's degree program in transportation policy, Budds returned to AOPA government relations, also working on aviation issues for Rep. Sam Graves (R-Mo.) and the U.S. Department of Defense. "Each of these opportunities allowed me to further develop my general aviation policy skills which I am extremely excited to use in developing the Great Lakes aviation community." □

Major Changes At EAA Intended To Help Reshape Organization To Better Fulfill Mission

OSHKOSH, WIS. – EAA President/CEO Rod Hightower announced January 12, 2012, changes in the organization, which he believes will allow the 170,000-member

organization to better fulfill its mission to grow participation in aviation. As part of a long-term strategic plan, EAA will be adding important capabilities, aligning its

resources with strategic priorities, and changing personnel to meet those objectives.

Included among personnel changes are changes among the senior leadership of the organization, including bringing on EAA Young Eagles Cochairman, Jeff Skiles, as Vice President of "Chapters and Youth Education." Skiles first got involved in EAA years ago as a member, and more recently as cochairman of EAA's Young Eagles program following his successful landing of a U.S. Airways Airbus A320 (Flight 1549) on the Hudson River with Captain Chesley "Sully" Sullenberger on January 15, 2009. Skiles will be tasked with strengthening and expanding EAA's

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Long-time EAA staffer, Steve Buss, who worked to build the Young Eagles program and annual auction for nearly a decade, and who was a regular host at Theatre in the Woods during AirVenture, has resigned.

Chad Jensen is the new manager of EAA's Homebuilders Community, coming from an extensive homebuilding background. Jensen will be key in EAA's initiative to increase EAA's knowledge and information capabilities for homebuilders and the amateur-built segment of aviation. Jensen will have extensive involvement with EAA Flight Advisors and Tech Counselors.

Heidi Strand of Blue Door Consulting in Oshkosh, will lead the EAA Marketing Department on an interim basis, while EAA completes a search for a new Vice President of Marketing to replace Rick Larsen. Strand will lead EAA's brand and marketing capabilities and will also be responsible for EAA's digital media properties and strategy.

Former *Flying* magazine editor-in-chief, Mac McClellan, who joined EAA in 2010 as a contributing editor, has been named the director of publications, replacing Mary Jones, who will remain with EAA as executive editor of EAA publications. Steve Schapiro, who became senior editor of *Sport Aviation* in 2010, was among the 30 employees laid off, along with long-time

EAA photo chief, Jim Koepnick; Robb McAllister of EAA video; E-publications manager and EAA radio head, Fareed Guyot; museum director, Alan Westby; and events manager, Matt Miller.

EAA Vice President, Adam Smith, who was previously responsible for EAA publications and was recently named Vice President of AirVenture features and attractions, has resigned. EAA is now looking to fill a new Vice President of AirVenture position.

"Much thought and collaboration has been invested in the reshaping process to make EAA a stronger organization, better equipped to lead aviation, and welcome the next generation of aviators," Hightower said.

"This will strengthen our organization in several key areas to more effectively meet the needs of our members, donors and aviators. We've made these moves after spending the past year reviewing EAA's operations to best align them with the organization's goals, and listening to many EAA members and supporters regarding the most valued areas of EAA."

Hightower, who in 2010 became the third president of EAA, also became chairman of EAA and AirVenture in 2011, following the retirement of Tom Poberezny, son of EAA founder Paul Poberezny.

EAA employs about 200 people at its headquarters in Oshkosh, Wisconsin. □

EAA Testifies Before NTSB On Air Show Safety

WASHINGTON, D.C. – EAA President and CEO Rod Hightower and EAA Vice President of Industry and Regulatory Affairs, Sean Elliott, testified before the National Transportation Safety Board (NTSB) during a hearing on air show and air race safety on January 9, 2012 in Washington D.C. The impetus for the hearing was an accident at the 2011 Reno Air Races, in which 11 people died and about 70 were badly injured when a highly modified P-51 Mustang piloted by EAA board member Jimmy Leeward crashed and sent parts into the crowd. Hightower and Elliott appeared with representatives of the Reno Air Racing Association and Air Boss Inc. in a panel invited by the NTSB to share insights regarding industry best practices and safety measures. According to NTSB, there have been 152 air show and air race accidents in the U.S. since 1986. There were fatalities in 75 of those accidents, but the Reno accident was the only one with spectator deaths. EAA Communications Director Dick Knapinski said there is a difference between air shows and air races, adding that there has not been a spectator fatality at a North American air show in 60 years. □



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Where You Land, Depends On What You Want To Do

by Dave Weiman

It is not just the community of Bayfield, Wisconsin, which is a major tourist attraction and recreational area, but all of Bayfield County, and the local communities of Ashland, Cable and Superior.

The Bayfield County peninsula and the Apostle Islands are located in Wisconsin, between the Upper Michigan Peninsula to the east, and northern Minnesota to the west with Lake Superior on both east and west shores.

There are two airports in the area to choose from: Madeline Island Airport, recently renamed Major Gilbert Field (4R5) in La Pointe, Wisconsin, across the bay from Bayfield; and John F. Kennedy Memorial Airport (ASX) in Ashland, Wisconsin (Ashland County), 23 miles south of

Bayfield. Fuel is available in Ashland, but not on Madeline Island. It all depends on what you want to do, and available ground transportation, as to which airport you choose.

You can actually get around quite well if you fly to Madeline Island – one of 22 Apostle Islands – by utilizing the shuttle services that are available from local businesses, renting a bicycle or moped, or walking. If you want more convenience and flexibility, car rental is available in Bayfield with advanced reservations. You still need to get from the airport to La Pointe 2 miles away to catch a ferry to the mainland. For assistance, contact your lodging host, the airport manager, or the bicycle and moped rental company in La Pointe. Refer to the “ground transportation” section at the end of this article for phone numbers and websites.





WisDOT

Major Gilbert Field and the community of La Pointe, Wisconsin, can be seen on the left side in this photo of Madeline Island, one of 22 Apostle Islands.

Madeline Island & La Pointe, Wisconsin

Madeline Island has a rich history, and is the largest of the 22 islands that make up the Apostle Islands archipelago. The island is named after Madeleine Cadotte, daughter of Chief White Crane and wife of fur trader Michael Cadotte. It has been inhabited by Native Americans, fur traders, and missionaries for over 400 years, and has flown the flags of three nations.

The Ojibwe (Chippewa) and other native peoples made their home there for hundreds of years before the Europeans arrived. Etienne Brule, a French explorer, visited Madeline Island about the same time as the Pilgrims landed at Plymouth Rock. About 1660, two explorer/fur traders, Groseilliers and Radisson, made their way to Chequamegon Bay. Five years later, Jesuit Father Claude Allouez and Father Jacques Marquette arrived. A mission was soon established in

LaPointe on Madeline Island. For the next 150 years, it was an important outpost for French, British and American fur traders.

The Apostle Islands, and adjacent Chequamegon Bay, became home to a host of settlers after the 1855 construction of the locks at Sault St. Marie, Michigan, opened up the Lake Superior region. Like Native American inhabitants before them,



WisDOT

Major Gilbert Field
Madeline Island, Wisconsin



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DESTINATIONS

the new settlers found water transportation routes to be efficient. Passenger and freight ferries began crisscrossing the bay between communities. The eventual development of rail and road systems led to the disappearance of all ferry boats, except those providing transportation between Bayfield and La Pointe. Ferries have run for nearly a century and a half between these two communities. Early sailing ferries gave way to steamers, then to gas and diesel boats.

You can explore and experience the history of Madeline Island in many ways. The most comprehensive exploration of Island history can be found at the Madeline Island Historical Museum. The Heritage Center of the Madeline Island Historical Preservation Association has several significant buildings preserved on the edge of town. There are several sites on the island and on the mainland that should also be visited including the historic Old Fort marker near the end of Old Fort Road, the Indian burial grounds near the marina, and the Madeline Island marker on Highway 13, just south of Bayfield.

In La Pointe, you can dine at “The Pub,” which features a spacious



Private yachts at the docks in Bayfield, Wisconsin. In the background, a large ship takes cover on the south shore of Madeline Island as it waits for strong winds and whitecaps on Lake Superior to subside.

Dave Weiman

dining room, cozy lounge, beachfront patio, and an outstanding wine list and bar with island-themed cocktails. Bistro lunches and inviting regional dinners are served daily throughout the summer tourist season. Take-out meals are available as well. Other restaurants on the island include “The Beach Club,” “Cafe Seiche,” “Grampa Tony’s,” and “Island Oasis.” There are numerous accommodations available, from cabins and cottages, to bed and breakfasts, inns and motels, as well as camping at Big Bay State Park. For additional information on Madeline Island and La Pointe, Wis., refer to the chamber of commerce website: www.madelineisland.com.

Bayfield & Bayfield County

The 1850s were a turning point for the Chequamegon Bay region. Once the “Soo” locks at Sault St. Marie opened, the pioneers began to dream of great inland harbor cities that would rival Chicago as port terminals for Midwest grain and lumber.

When the Chicago, St. Paul, Minneapolis, and Omaha Railroad finally steamed into Bayfield in 1883, lumbering and fishing were already established.

Brownstone quarrying and tourism were just beginning to gather strength. The population reached 500. Bayfield was becoming civilized, boasting schools, churches, lodges, hotels and boarding houses.

Today, the tourist attractions to Bayfield County are many. There are splendid and lavishing bed and breakfasts, sea kayaking and boat cruises, and wonderful restaurants and entertainment by big-time performers.



Dave Weiman

The Rittenhouse Inn serves as both a restaurant and bed and breakfast in Bayfield, Wisconsin.

While in Bayfield, we stayed at the “Rittenhouse Inn,” Wisconsin’s first bed and breakfast, and a full-service country inn. Our hosts were Mark and Wendy Phillips, and Mark’s parents,



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Jerry and Mary Phillips, who purchased the inn in 1985.

Frank Boutin, Jr., who made his fortune in the lumber and commercial fishing industries, before moving to the Pacific Northwest, built the Rittenhouse mansion in 1907.

The inn is comprised of 20 guest rooms and suites located in three historic Bayfield buildings: Rittenhouse Inn, Chateau Boutin, and Rittenhouse Cottage. The front porch of the Rittenhouse Inn overlooks Lake Superior. Guest rooms and suites include luxurious private baths with spa amenities, whirlpools, specialty tubs and showers, and wood-burning fireplaces. The décor is historic, and there are fine Victorian antiques throughout the inn. If you like gardens, you'll like the landscape at the Rittenhouse, and other bed and breakfasts and homes in town.

At the Rittenhouse, breakfast is served on your schedule, not theirs. Just tell the manager before you turn in for the evening, when you plan to get up the next morning, and what you want for breakfast. Additional information on the Rittenhouse Inn, Chateau Boutin, and Rittenhouse Cottage can be found at www.rittenhouseinn.com, or by calling 800-779-2129.

Some of Bayfield's restaurants include The Egg Toss Bakery Café, Good Thyme Restaurant & Catering, Maggie's, Wild Rice Restaurant, Ethel's At 250, and Greunke's First Street Inn.



Judith Lokken Strom owns Greunke's, which is decorated in 1950s décor. Strom told me that John F. Kennedy, Jr. had flown to the area with a couple of friends and stayed at the inn, shortly before his tragic

Newspaper clippings serve as a memorial to John F. Kennedy, Jr. in honor of his stay at Greunke's First Street Inn, Bayfield, Wis.



Greunke's First Street Inn
Bayfield, Wisconsin



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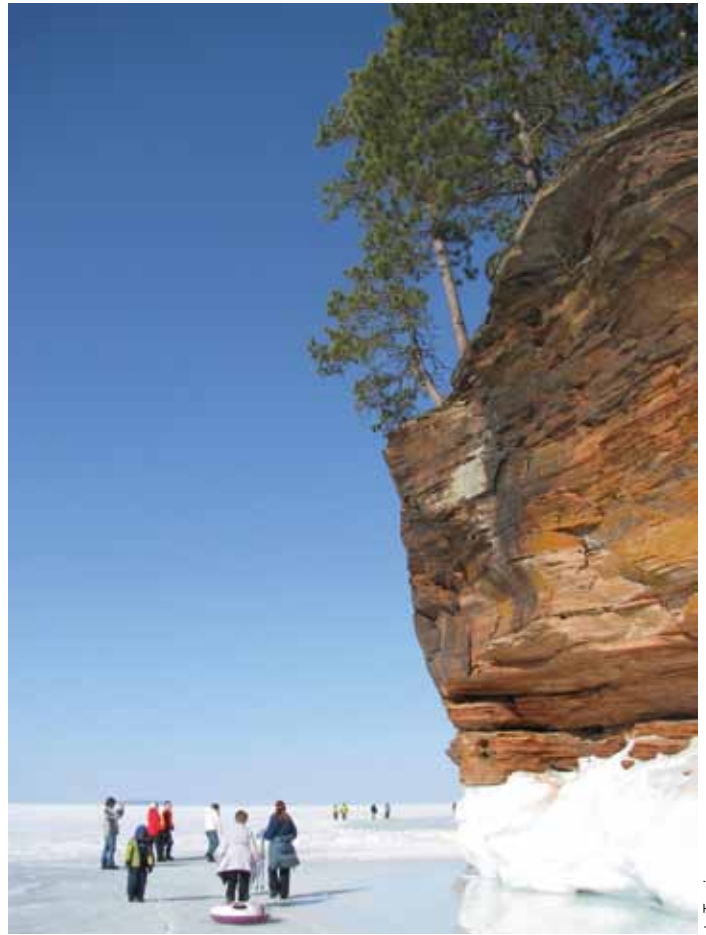
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Bayfield County Tourism



Bayfield County Tourism

Kayaking the sea caves in the summer.

Exploring the ice caves and the sandstone cliffs on foot in the winter.

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accident on July 16, 1999, when his Piper Saratoga crashed into the Atlantic Ocean off the coast of Martha's Vineyard, Massachusetts. Strom displays newspaper clippings about Kennedy on the wall in his memory.

Sea Kayaking In The Apostle Islands

The Apostle Islands are heralded for world-class "sea kayaking," with a unique mix of wilderness, ancient geology, and a rich natural and cultural history that lends

itself to an exceptional paddling experience.

We rented kayaks at “Living Adventure” outfitters, which employs all American Canoe Association (ACA) certified instructors. Kayaking the frigid waters of Lake Superior requires that you wear a wet suit, regardless of your skill level. It is best to take a guide if you are unfamiliar with the waters or lack experience.

We kayaked the sea caves, which are the hallmark of the Apostle Islands National Park lakeshore. Red sandstone cliffs note this ancient geology and sea caves. Centuries of wave action, freezing and thawing have sculpted artful caves considered to be the most spectacular in the Great Lakes.

Kayakers have the unique opportunity to paddle under arches, into vaulted chambers, and into the cavern’s deepest recesses. This is truly a breathtaking experience not to be missed.

This daylong adventure includes an orientation, instruction, and a 3-mile journey along the caves and cliffs to Driftwood Beach for a picnic lunch, while resting and enjoying views of Sand Island and Eagle Island. You can also choose a half-day trip, kayaking at the site of a shipwreck.

On the night of September 20, 1901, the steamship “Fedora” was making a run from Duluth to Ashland. As the ship passed Basswood Island, a kerosene lamp exploded in the engine room and the vessel caught fire. In a fiery blaze, the captain ran the ship aground into the mainland shore. The twisted steel and oak beams have endured over time and can be seen both above and below the crystal clear waterline. You can also paddle over and near the wreckage of the “Ottawa” and “Coffinberry,” while cruising the pristine shoreline and red cliffs of Buffalo and Schooner Bays.

Obviously, one must exercise good judgment when kayaking in Lake Superior. If the winds and waves can get large enough to sink a ship like the



Jerney Penney-Ritter



Entertainment at the Lake Superior
Big Top Chautauqua
Bayfield County, Wisconsin

SS Edmund Fitzgerald (1975), they can capsize a kayak.

Living Adventure outfitters is located in Red Cliff, just 2.5 miles north of Bayfield on the lakeside of Highway 13. For additional information, go to www.livingadventure.com or call 866-779-9503 or 715-779-9503. Gail Green and Grant Herman own the company. Free shuttle service is available from

Bayfield, Ashland, and Washburn.

Probably the fastest and easiest way to see the Apostle Islands is aboard the “Island Princess” or “Ashland Bayfield Express” with Apostle Island Cruises (www.apostleislandcruises.com). You can choose cruises that include a 55-mile tour of the islands called the “Grand Tour,” a shorter evening tour, the Raspberry Island Lighthouse Tour, the Stockton Island Dayhiker, or the overnight camping tour to Oak Island.

We took the “It’s Too Foggy To See Anything Tour.”



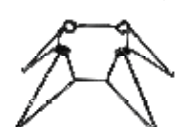

You can learn more about Apostle Islands National Lakeshore Park at the park’s headquarters in Bayfield, where there is an interpretive center. The historic building is made from renowned area brownstone quarried from the islands. And if you ever doubted the risk of flying over the Great Lakes, regardless of the season, Park

Superintendent Bob Krumenaker will be happy to demonstrate how quickly hypothermia can set in, by how long you can keep your arm submerged in a tub of ice water. Information on the islands and its many campsites are available at www.nps.gov/apis.

Waterfalls in the area are many. There is “Copper Falls State Park” near Mellen, Wis., with its ancient lava flows and deep gorges, as well as log cabins from the 1930s, which were built by the Civilian Conservation

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DESTINATIONS

Corps. "Morgan Falls" is located in the Chequamegon-Nicolet National Forest in neighboring Ashland County, as is "St. Peter's Dome," a massive formation of red granite.

Lake Superior Big Top Chautauqua

Every Saturday evening, National Public Radio broadcasts the "Lake Superior Big Top Chautauqua (sha-ta-qwa) Tent Show Radio" program live from Bayfield County. 2011 was the show's 25th season, and like its name suggests, the stage is beneath a big circus tent.

The show is nestled at the base of Mt. Ashwabay Ski Hill, 3 miles south of Bayfield, Wisconsin, overlooking Lake Superior and the Apostle Islands National Lakeshore. Summer performances run from mid June to early September and feature renowned national, regional and touring musicians. On balmy summer nights, the tent sidewalls can be lifted and people may sit outside and even up on the hillside. The sound is superb and on clear nights, you can see the Milky Way and sometimes even the Northern Lights!

Artistic Director Warren Nelson likes to begin the show recounting the history of the region, and of the show itself. The first season took place the summer of 1986, offering 42 shows with 5,218 tickets sold. Last year 26,825 tickets were sold for 74 shows!

To date, over 12 different Chautauqua original musicals have been presented under the Big Top, along with regional favorites and nationally renowned entertainers like Taj Mahal, Bill Monroe, Smothers Brothers, Willie Nelson, Arlo Guthrie, Johnny Cash, Nitty Gritty Dirt Band, Garrison Keillor, Kingston Trio, and fellow pilot and aircraft owner, Roy Clark. As an experienced booking agent, Nelson has been able to attract extraordinary talent, and once they perform at the Big Top Chautauqua, they



Cable Union Airport
Cable, Wisconsin

always want to come back. Other attractions in Bayfield County include the Apostle Islands Golf Course atop one huge hill overlooking Lake Superior to the east; Bayfield Heritage Walking Tours; Bayfield Maritime Museum; Bayfield and White River Wineries; Bayfield Orchards and Farms; Hoth-lee Art Gallery; Port Wing Pottery; Superior Letterpress Company; Dreamcatcher Sailing; Great Lakes fishing with Hudson's On The Spot Guide Service; Trout fishing the many streams and rivers; fishing for Northern Pike, Walleye, Musky and panfish on inland lakes; hiking, and of course, bicycling in both Bayfield County and on Madeline Island.

For additional information on

Bayfield and Bayfield County, refer to www.bayfield.org and www.bayfieldcounty.org, or call the Bayfield Chamber of Commerce at 800-447-4094 and the Bayfield County Tourism & Recreation office at 800-472-6338.

A River Called Namekagon & Wilderness In Cable

A weekend in Bayfield is simply not long enough, so plan on a week, then wheels up to neighboring Cable Union Airport (3CU) in the artistic community of Cable, Wisconsin, where the legend of longtime airport manager, Libby Parod, lives on.

GA and airline pilots alike adored Libby, who would welcome a call from pilots over the unicom when inbound to land, or when passing overhead at FL350. Mike Nichols became airport manager when Libby passed away in 2005 at the age of 90.

Libby and her husband, Carl, moved from Chicago to Cable in 1949, arriving in their biplane. They lived a very modest lifestyle in a cottage at the airport. Carl died in 1959, leaving Libby to run the airport and pump gas until she retired in 2003. Libby received her pilot certificate in 1942.

During her career at Cable Union Airport, Libby would play host for some pretty well-to-do aviators and executives who had corporate retreats in the area. When Libby was inducted into the Wisconsin Aviation Hall of Fame in 1995, one of her admirers – Sam Johnson of S.C. Johnson & Son (Johnson Wax), Racine, Wis. – sent one of his corporate jets to Cable to pick up Libby and fly her to Oshkosh to be inducted, then had her flown home that evening. That was a class act of kindness, and Sam Johnson was a true aviator. Libby was dressed like a queen, and remarked that she felt like one that evening.

A local artist created a metal sculpture in memory of

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Libby and Carl entitled “Imagine,” which is displayed at the airport. The brush steel sculpture features two snow geese taking off, mounted on two large boulders. An adjacent boulder features a biplane following the geese, symbolic of the aircraft that brought the Parods to Cable.

While in Cable, you can stay at Telemark Resort & Convention Center (www.telemark-resort.com), located immediately adjacent to the airport, or at nearby Cable Nature Lodge (www.cablenaturelodge.com), or Lakewoods Resort on beautiful Lake Namekagon at the mouth of the wild and beautiful Namekagon River (www.lakewoodsresort.com). The Log Cabin Resort in Trego, Wisconsin, specializes in canoe and kayak rentals and shuttle service for Namekagon River trips (www.logcabin-resort.com). The Namekagon River is the northern tributary of the St. Croix National Scenic Riverway, a federally protected scenic waterway stretching from Cable to where it meets with the St. Croix River near Danbury, Wisconsin.



WISDOT

Richard I. Bong Airport
Superior, Wisconsin

Superior, Wisconsin

As featured in the August/September 2011 issue of *Midwest Flyer Magazine*, there are also many reasons to visit nearby Superior, Wisconsin. Land at Richard I. Bong Airport (SUW) and dine at the “Upper Deck” Restaurant & Lounge at the airport, then walk through the terminal building to see the murals of famed World War II aviator and test pilot, Major Richard Ira Bong. The “Richard I.



Brian Rowland

Mountain biking near Cable, Wisconsin.

Cable is best known for the world famous “American Birkebeiner” cross-country ski race. The same trails used in the Birkebeiner are “mountain biking” trails in the summer. You can rent mountain bikes in nearby Hayward, Wisconsin at “New Moon Ski-Shop” (www.newmoonski.com, 715-634-8685), or “Riverbrook Bike & Ski” (www.riverbrookbike.com, 715-635-2134). There are nearly 300 miles of mountain bike trails and levels of difficulty to please everyone.

For additional information on Cable Union Airport, contact Mike Nichols at 715-798-3240.



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DESTINATIONS

Bong Veterans Historical Center” in town features a P-38 Lightning, like the one flown by Bong, who was the highest-scoring air ace of World War II. The audio visuals and artifacts are well worth seeing.

While in Superior, we stayed at “Barkers Island Inn Resort & Conference Center,” across the bay from Duluth Sky Harbor Airport & Seaplane Base (DYT).

If you like castles, Superior has one of America’s classics, the “Fairlawn Mansion & Museum.”

For additional information on Superior, Wisconsin, visit www.superiorchamber.org.

GROUND TRANSPORTATION: Car rental is available through “Red’s Auto” in Ironwood, Michigan, 46 miles from Ashland and 69 miles from Bayfield. Red’s Auto will deliver a car to either John F. Kennedy Memorial Airport in Ashland, or to Bayfield, across the bay from Major Gilbert Field (4R5) on Madeline Island, but there is a delivery charge in addition to the weekly rental rate. For rates and reservations call 906-932-4449.

If you do not feel like walking the 2 miles from Major Gilbert Field (4R5) on Madeline Island to La Pointe, contact either your lodging host, airport manager Michael Dalzell at 715-747-2785, or Leslie Mack at 612-259-8752.



John F. Kennedy Memorial Airport
Ashland, Wisconsin

For information on bicycle and moped rentals on Madeline Island, contact “Motion To Go” at 715-747-6585 (www.motion-to-go.com). Call them when you arrive, and they will pick you up at the airport, providing you rent a bike or moped.

For information on bicycle rental in Bayfield, contact “Bayfield Bike Route” at 715-209-6864 (www.bayfieldbikeroute.com).

For additional information on John F. Kennedy Memorial Airport in Ashland, contact John Sill at 715-682-7070. The Hotel Chequamegon on Lake Shore Drive West in Ashland is a nice place to stay and right on Lake Superior (www.hotelc.com). A courtesy car is available for limited usage at the airport on a first-come, first-serve basis, but again, car rental is available through “Red’s Auto” at 906-932-4449.

While this article has focused on summertime activities, this entire region of the state is also a winter tourist attraction featuring cross-country and downhill skiing, snowmobiling, and unbelievable photo opportunities. Explore the various websites for additional information.

EDITOR’S NOTE: According to the Aeronautical Information Manual, pilots may land and take off on Madeline Island, but are required to maintain a minimum altitude of 2,000 feet above the surface when flying over the Apostle Islands National Park.

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Price County Airport & Harbor View Float-In or Fly-In.

July 6-7, 2012 - Phillips, Wisconsin

6th - Aerobic Show - 7 p.m.

Live music at Harbor View at 9 p.m.

7th - Breakfast by the Airport from 8 a.m. - noon,
Breakfast Buffet on the deck at Harbor View Pub &
Eatery at 10 a.m. Aerobic Show at Airport at 10 a.m.
Lake, Rattle & Roll Music Fest from 10 a.m. - 6 p.m. Saturday
evening.

Price County Airport activities are free to the public.

AIM 7-4-6. Flights Over Charted

U.S. Wildlife Refuges, Parks, and Forest Service Areas

a. The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, or U.S. Forest Service without authorization from the respective agency. Exceptions include:

1. When forced to land due to an emergency beyond the control of the operator;
2. At officially designated landing sites; or
3. An approved official business of the Federal Government.

b. Pilots are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. □

Airport Director Looks At Leasing Land To Tech School As One More Means To Keep Airport Self-Sufficient

APPLETON, WIS. – A \$32.5 million public safety training center for Fox Valley Technical College (FVTC) may be built on leased land from Outagamie County Regional



Outagamie County Regional Airport
Appleton, Wisconsin

Airport in Appleton, Wis., which would benefit the airport and local economy, according to airport director, Marty Lenss. It is Lenss' goal to keep the airport self-sufficient, and sees the land at the airport as one of its strongest assets. Lenss said the airport's three largest revenue streams are

from the airlines, rental cars, and the parking lot, but wants to look for new, non-airline revenue sources, including expanding the general aviation facilities at the airport, and air cargo services.

FVTC President Susan May commented that the public safety training center would be the only one of its kind in the U.S., offering a full range of training opportunities. The number of students enrolled in FVTC's public safety program has jumped from 900 to 1,500 in the past 18 months. FVTC also provides annual training to nearly 15,000 law enforcement workers nationwide in various specialized areas.

Lenss said the facility would provide an opportunity to also work with Pierce Manufacturing/Oshkosh Truck to test new design and engineering on fire trucks and airport fire rigs before final delivery.

The board of trustees approved a resolution of intent in November 2011 to pursue a capital facilities referendum on April 3, 2012. □

OMNNI Associates Recognized For Excellence In Airport Construction

APPLETON, WIS. – Roger Arnold, P.E., of OMNNI Associates, Appleton, Wis., has received the "2011 Outstanding Airport Construction Award" for his role as resident



Wittman Regional Airport
Oshkosh, Wisconsin

engineer on a runway reconstruction project at Wittman Regional Airport, Oshkosh, Wisconsin. The Wisconsin Department of Transportation, Bureau of Aeronautics, presented the award to Arnold, January 19, 2012, during the Wisconsin Transportation Builders Association Conference at the Madison Marriott-West in Middleton, Wisconsin.

The Wittman Regional Airport project involved reconstruction of 4,675 feet of the badly deteriorating Runway 18/36 – the airport's primary runway. The \$4.25 million project improved the ride of the runway by filling in low areas with recycled concrete pavement taken from the existing runway, and paving it with new 10-inch thick concrete. The project also included all new storm sewer and underdrains, lighting and landscaping.

In addition to daily operations, Wittman Regional Airport is the host airport for the annual EAA AirVenture fly-in and air show held in August.

Founded in 1968, OMNNI Associates is a full-service

engineering, architecture, and environmental consulting firm. Headquartered in Appleton, Wisconsin, the firm's airport engineering services include runway, taxiway and apron design; airfield lighting; parking facilities; pavement management and design; and security fencing (www.OMNNI.com). □

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SPORT PILOT – LIGHT SPORT AIRCRAFT



SP/LSA Movement At The Crossroads: Assessing The Impact of The EAA/AOPA Joint Petition For 3rd Class Medical Certificate Exemption

by Ed Leineweber

It seems like the Sport Pilot/Light Sport Aircraft movement just can't catch a break. The Federal Aviation Regulations, creating the new pilot certificate and new category of aircraft, finally went officially on the books in September, 2004, amid widespread anticipation that the cures for diminishing pilot numbers and increasing cost and complexity of new aircraft had been found. Now, a little more than seven years later, the optimistic anticipation has been replaced with widespread disappointment.



Ed Leineweber

It's been just one darn thing after another. First, dramatic deterioration in the euro/dollar exchange rate, which had favored the mostly-European early entrants into the Special Light Sport Aircraft (S-LSA) market, caused the price in U.S. dollars for these imports to increase substantially, often by 20 percent or more. Next, the global economy fell off a cliff, and the United States entered into what has been called the "Great Recession," which in practical terms continues today for potential buyers and sellers of these aircraft. Then there was the run-up in commodities prices, which caused the cost of many aircraft materials to spike.

And now, the biggest potential whammy of all: the champion of the SP/LSA movement, the Experimental Aircraft Association (EAA), and the world's largest pilot organization, the Aircraft Owners & Pilots Association (AOPA), have joined forces to petition the FAA for the acceptance of the "driver's license medical," which is one of the major drivers behind the Sport Pilot Certificate and S-LSA sales. It's a wonder there is any steam left in this movement at all.

But before we pass out the crying towels, send out the condolences, and write the postmortems, let's step back and take a look at the situation. It's grim, for sure, but not without some still-smoldering embers that might yet erupt into joyful, bright flames.



Columnist Ed Leineweber's Champion Aircraft 7EC has a gross weight which exceeds Sport Pilot limits. This aircraft, along with an estimated 56,000 other qualifying aircraft in the existing GA fleet, could be flown by all levels of pilots flying on "driver's license medicals," if the proposed EAA/AOPA 3rd class medical certificate exemption petition is successful.

Might As Well Start On The Downside

No matter how you try to spin the numbers to look good, it's hard to conceal the facts that Sport Pilot Certificates issued, and S-LSA unit sales, over the first years of the new regulations, are a disappointment. According to the FAA, Sport Pilot Certificates issued through 2010, the last year for which official data is available, totaled 3,682. While this is certainly substantial growth from an initial issuance of 134 Sport Pilot Certificates in 2005, the first year that any such certificates were available, it is one-tenth of one percent of the total pilot population, and can hardly be said to even move the needle on the gauge measuring diminishing pilot numbers.

What is perhaps even more disappointing concerning Sport Pilot, the rate of growth year-over-year in the issuance of these entry level pilot certificates, is flattening out, perhaps portending even more disappointment to come. While the early years saw the Sport Pilot population multiplying at a skyrocketing rate, the 2009-over-2008 rate

of growth was just 24 percent (625 new SP Certificates), and the 2010-over-2009 growth rate had slowed to 14 percent, with only 434 Sport Pilot Certificates having been issued in all of 2010.

Although this new pilot certificate has certainly fared better than the last attempt at easing access to piloting, the Recreational Pilot Certificate (for which only 212 remain active on the FAA airman records), these small numbers, and the diminishing rates of growth so early in the program, do not bode well. Can an additional 400 pilots a year, many of who might well have just pursued the Private Pilot Certificate if the SP alternative had not been available, really be the miracle cure that we would all like to see? I doubt it.

Nor can one take much solace in the hope that the creation of the Special Light Sport Aircraft Category, or the new ASTM industry consensus standards approach to designing, manufacturing and maintaining such aircraft, are going to draw substantial numbers of new pilots into the fold, or reverse the steadily increasing average age of the general aviation aircraft fleet, or the equally steady decline in serviceable GA aircraft. Once again, even a cursory look at the numbers tells the tale.

According to Dan Johnson, acknowledged S-LSA guru and cheerleader-in-chief (as head of the Light Aircraft Manufacturers Association (LAMA), the S-LSA industry trade association, through September, 2011, approximately 2,210 S-LSAs have been sold since the first ones hit the FAA registry after the 2004 creation of the new rules. Again, as with the growth pattern of the Sport Pilot Certificate, much of this activity occurred in the first years such aircraft were available on the market, with very little growth, and few individual sales, since 2008.

Although there are over 80 companies offering 120 models of S-LSAs, only the industry sales leader has more than 10 percent of the market, and the top 10 companies account for more than 70 percent of all sales. Indeed, the bottom 60-plus players (in terms of sales) have sold only 277 aircraft among them, and represent only about 13 percent of the market. It is doubtful whether some of these companies have sold more than one or two aircraft so far.

Clearly, this is not what the promoters of this new aircraft category, the entrepreneurs who invested heavily in these aircraft manufacturers, or the recreational aviation community generally, were hoping for back in 2004 when the champagne corks were popping. Nor are these sales levels going to do much to change the average age of the recreational aircraft fleet, or halt the gradual decrease in the fleet size.



The high-flying market for Sport Pilot-eligible aircraft will likely take a hit if the EAA/AOPA petition is successful.

Are We Now Facing The Abyss?

Okay, the results to date might not be what we would like, but progress has, after all, been made. We do have a new entry-level pilot certificate, and it has been much more successful than the last attempt. So too, the Special Light Sport Aircraft Category has done exponentially better than the Primary Aircraft Category offering of a couple of decades

ago. Sometimes progress just takes longer than anyone could have anticipated, but the trend is still up. Right?

Maybe, or maybe not. Last September saw the announcement of the impending filing of the EAA/AOPA joint petition to create an exemption from the third class medical certificate regulations, allowing holders of all types of pilot certificates to fly recreationally with the same "driver's license medical" permitted heretofore only to Sport Pilots. Wow! It also proposes to allow them to fly 56,000 aircraft of the existing GA fleet, subject to limitations similar to the Sport Pilot Certificate, but without the speed or weight restrictions of S-LSA. Ouch!

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The details of the EAA/AOPA proposal, which has not yet as of this writing been officially filed as a rulemaking petition with the FAA, are still not fully determined. (Check out EAA's and AOPA's websites for the particulars.) But generally, the idea is to allow pilots to operate single-engine, fixed-gear aircraft with no more than four seats and 180 hp, so long as they carry no more than one passenger, and fly only in daytime VFR conditions. These operations

could be conducted without a medical certificate as long as the pilot held a valid driver's license and had attended within the previous 24 months an aeromedical course on self-certifying the pilot's fitness to fly. These limits are pretty much what the Sport Pilot Certificate authorizes in a Sport Pilot-eligible aircraft.

Of course, no such petition has yet been filed, and once it has, it might be years before the FAA acts on it, and then it might just deny the petition, as it has many similar earlier attempts at removing or loosening the third class medical certificate requirements over the past 25 years. So let's not overreact to what might never happen, you might be thinking.

Except that very measurable damage to the SP/LSA industry is already being reported. Dan Johnson has said that, as of last November, 12 sales contracts for new S-LSAs have been cancelled, with more expected to be axed in the coming months. For an industry that is only selling a couple hundred aircraft a year, that indeed is a significant hit.

Ancillary damage to other elements of the industry might be expected as well, including Sport Pilot training centers and S-LSA maintenance facilities. Beyond that, investors will be less likely to invest, and banks less likely to lend.

Let's Be Positive

Don't get me wrong. I am not opposed to the exemption petition, and don't think that, all things considered, it is a bad idea. Even as a flight instructor who tends to focus on Sport Pilot training, a Light Sport Repairman-Maintenance Certificate holder, and a prospective dealer for a brand of S-LSA that is still working its way to the marketplace, I can see that this EAA/AOPA joint petition might, if successful, do more to revitalize recreational flying, and the industry that surrounds it, than the SP/LSA movement has been able to accomplish in its first seven years of existence. But it will be tough on those who placed their bets on the game figuring that the rules wouldn't change, at least so soon.



There will still be lots of good reasons to buy that shiny new S-LSA, even if the proposed EAA/AOPA 3rd class medical certificate exemption petition is approved. Think: terrific performance, low-cost operation and maintenance, high-tech instrumentation and avionics, modern safety gear, large cabins, high useful loads, lower noise levels, high fuel efficiency, and a brand new aircraft for, even at the high end, half the cost of a new Cessna 172.

And there is much that is positive, which the SP/LSA movement has already contributed to the recreational and general aviation scene. For instance, the proposed third class medical certificate exemption petition relies substantially on data that has accumulated under the Sport Pilot rule. Specifically, there has not been a single documented case of medical incapacity of a pilot operating with a "driver's license medical" in the first seven

years of its existence.

On the S-LSA side, the ASTM industry consensus standards method of developing new aircraft has proven so successful that it is likely to be the model for the upcoming revisions of FAR Part 23 aircraft certification regulations. Although there have been a few problem cases, this new system has produced a plethora of market entrants offering a breathtaking array of varied and innovative products, including engines, airframes, avionics and other aircraft components. A completely new approach to maintenance and continued airworthiness systems is being tested and proven in a real-world operating environment, and will likely affect how these tasks are managed in the traditional "certified aircraft" world in years to come.

And, while it might be bad news for SP/LSA industry participants, the proposed exemption petition is extremely good news for hundreds of thousands of pilots, as well as for the owners of tens of thousands of existing aircraft. (In my own case, for instance, I will be much less likely to want to sell my beautifully restored 1956 Champion 7EC two-place taildragger, even with its non-Sport Pilot eligible 1,450 lbs. gross weight.) Legions of Cessna 150-152s, Skyhawks, Cherokees and other light aircraft in their class have a new lease on life, and are instantly worth more as the recession-ravaged aircraft market recovers. (Correspondingly, of course, those pricey Aeronca 7AC Champs and 11AC Chiefs, Luscombes, Taylorcraft and, yes, even J-3 Cubs, might take a bit of a hit.)

Never A Dull Minute!

So, hang on to your hat, and maybe also that Cessna 120 you were thinking of selling. But let's not give up on Sport Pilot and Light Sport Aircraft just yet. There are still good reasons for both to exist and prosper, and there are many unanswered questions about the EAA/AOPA joint petition. Remember, too, that the law of unintended consequences has not been repealed. The next couple of years will be very interesting! □

Regional Recognition For GA Leaders

Midwest aviation professionals have fared well in receiving General Aviation awards in 2012 for their contributions to aviation, education, and flight safety. The GA Awards program is a cooperative effort between more than 17 general aviation industry sponsors and the Federal Aviation Administration (FAA). Local, state, and regional judging has been completed, with national award recipients to be announced by March 1, 2012.

The 2012 Regional Aviation Maintenance Technicians (AMTs) of the Year Award recipients from the Midwest are Marvin Hornbostel of Junction City, Kansas, and Janese Valerie Thatcher-Buzzell of Inver Grove Heights, Minnesota. Hornbostel owns Raven Aero Services. Thatcher-Buzzell is employed with the Minnesota Department of Transportation, Office of Aeronautics.

Receiving the 2012 Regional Avionics Technician of the Year Award was Eric Christopher "Rick"



Ochs of Gahanna, Ohio. Ochs is president and chief inspector for Spirit Avionics in Columbus.

Receiving the 2012 Regional Certificated Flight Instructor (CFI) of the Year Award was MCFI Lynnwood Karl "Woody" Minar of Dresser, Wisconsin, and Dave William Pressy of Saint Louis, Missouri. Pressy is the chief flight instructor at the Saint Charles Flying Service in Portage Des Sioux. A three-time master flight instructor, Minar is an independent contractor at Osceola Aerosport.

Receiving the 2012 Regional FAASTeam Representative of the Year

Award were Mark Alan Mordechai of Richmond, Illinois, and Jeanne Carole Willerth from Lee's Summit, Missouri. Willerth is a former two-time Master CFI. Willerth is a flight and ground instructor at Air Associates of Kansas, a Cessna Pilot Center in Olathe, Kansas.

Support and sponsorship for the General Aviation Awards program is provided by Women in Aviation International (WAI), the Society of Aviation and Flight Educators (SAFE), Professional Aviation Maintenance Ass'n (PAMA), National Business Aviation Ass'n (NBAA), National Ass'n of State Aviation Officials (NASAO), National Air Transportation Ass'n (NATA), Ninety-Nines International (The 99s), General Aviation Manufacturers Ass'n (GAMA), Federal Aviation Administration (FAA), Experimental Aircraft Ass'n (EAA), Aircraft Maintenance Technology Society (AMT Society), Aircraft Owners and Pilots Ass'n (AOPA), and the Aeronautical Repair Station Ass'n (ARSA). □

MnDOT'S Janese Thatcher Named AMT of the Year

ST. PAUL, MINN. – Janese Thatcher, Manager of Aviation Education, Safety, and Training for the MnDOT Office of Aeronautics, was selected by the National General Aviation Awards Committee as

the recipient of the 2012 Aviation Maintenance Technician (AMT) of the Year Award for Minnesota and the Great Lakes Region.

The General Aviation Awards program is a cooperative effort between the Federal Aviation Administration (FAA) and over 17 general aviation businesses and



Janese Thatcher

organizations. The General Aviation Awards program is designed to recognize excellence in individual aviation professionals on the local, regional, and national levels for their contributions to aviation education and flight safety.

"These awards highlight the important role played by these

individuals in promoting aviation education and flight safety," said JoAnn Hill, General Aviation Awards Committee Chair. Regional award recipients are also finalists for the National Awards and Janese Thatcher's name will be forwarded to Washington, D. C. for consideration, which will be announced around March 1. □

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Lindbergh Foundation Announces 2012 Lindbergh Awardees

MINNEAPOLIS, MINN. – The Charles A. and Anne Morrow Lindbergh Foundation has announced the recipients of its two prominent awards, which will be presented at the Fantasy of Flight air museum in Polk City, Florida, March 29.

Legendary inventor Forrest Bird has been selected to receive the 2012 Lindbergh Award, and businessman-philanthropist James C. Ray has been named recipient of the Spirit Award.

Noting similarities between air flowing over the wings of an airplane and air moving through the lungs, Dr. Forrest Bird created the earliest versions of the now-prolific “Bird Respirator” for high-altitude flight and hospitals. Bird respirators freed polio victims from the confinement of the iron lung and were the first mass-produced respirators in the world.

Bird and his wife, Pam, live on Lake Pend d’Oreille in northern

Idaho where they support aviation history and education through the Bird Aviation Museum and Invention Center. They also both fly various aircraft from their private runway.

While working in Hawaii as a steelworker for the U.S. Navy, James C. Ray, pilot, businessman, and philanthropist, was an eyewitness to the Japanese attack on Pearl Harbor. Shortly thereafter, he enlisted in the U.S. Army Air Corps and flew a total of 30 B-17 missions from Rattlesden, England, including raids on German factories, and was a lead pilot on a D-Day attack on enemy headquarters in Normandy, France.

After the war, Ray flew his Cessna 170B on business and personal trips that took him to 58 countries and every Caribbean island with a landing strip. He has accumulated more than 3,500 hours in single-pilot Citation

jets flying across North America as a rancher, oil and gas explorer, and real estate developer.

A successful businessman, Ray has provided start-up funding for more than 300 businesses including Eclipse Aviation and Cirrus Design. Ray’s philanthropy is predominantly dedicated to aviation-oriented youth education programs. He made a significant contribution for the building of the Central Florida Aerospace Academy on the grounds of Sun ‘n Fun. Ray also provides financial support to the Experimental Aircraft Association and its Young Eagles program; the University of North Dakota Aerospace programs; the Museum of Flight in Seattle, Washington; and the Future of Flight Aviation Center and Boeing Tour in Everett, Washington.

The Lindbergh Foundation is a public 501(c)(3) nonprofit organization, based in Anoka, Minnesota, which focuses on technological breakthroughs to address significant aviation-environmental issues. □



Dr. Forrest Bird



James C. Ray

Minnesota Aviation Hall of Fame To Honor Aviation Writer & Artist of the Year

BLOOMINGTON, MINN. – Honors for “Best Aviation Writing” by a Minnesotan for 2012 will be given to Paul Sailer of Wadena, Minn., for his biography

of Hall of Fame inductee, Donald Beerbower. The selection committee felt that the book is well-researched and written, and has excellent illustrations. “The Oranges Are Sweet” details Beerbower’s childhood, flight training and exploits as the leading ace of the Ninth Air Force, 353rd Fighter Squadron, with 15.5 aerial victories

(www.lodenbooks.com).

Also being honored is commercial artist, Stephen Nesser of St. Paul, for “Best Aviation Artwork” by a Minnesotan for 2012. Nesser’s watercolor illustrations have been displayed in the galleries of the National Air & Space Museum, EAA AirVenture Museum, and the National Soaring Museums of both the United States and Germany. Nesser’s art has also graced the covers of several issues of *Soaring Magazine*. Nesser is a glider pilot and instructor at Stanton Airport.



Stephen Nesser

The annual Minnesota Aviation Hall of Fame (MAHF) induction banquet will be held April 28, 2012, at the Ramada, Mall of America Hotel in Bloomington. For ticket information, refer to www.mnaviationhalloffame.org (Awards Banquet).

Inductees will include Orville H. Brede, master mechanic and corporate pilot; Joseph E. Kimm, early Northwest Airline pilot; Bryan G. Moon, artist and MIA hunter; Kenneth C. Neustel, parachute jumper, instructor and inspector; Raymond J. Rought, former Minnesota Aeronautics Director; and Duane P. Wething; aircraft restorer and airport advocate at Detroit Lakes. □

National Aviation Hall Of Fame Inductees For 2012

DAYTON, OHIO – The National Aviation Hall of Fame (NAHF) has announced that the 2012 inductees will be as follows:

- Geraldyn “Jerrie” Cobb, a record-setting pilot who learned to fly at age 12 and became the first and only woman to pass all of the Mercury astronaut selection tests. Cobb was nominated for a 1981 Nobel Prize for her pioneering humanitarian work in

the Amazon jungle.

- Keith Ferris, known worldwide as the “Dean of American Aviation Art,” founded the American Society of Aviation Artists. He was also an expert and inventor of aircraft paint systems for military camouflage and high visibility purposes.

- The late Lt. Gen. Elwood R. “Pete” Quesada, USAF, helped develop and successfully demonstrate air-to-air refueling in 1929, served as first commander of the Tactical Air Command, and later helped establish

and helmed the FAA.

- The late Richard T. Whitcomb was acclaimed as the most influential aeronautical researcher of his time. His revolutionary concepts include the Area Rule, Supercritical Airfoil, and Winglets that enable aircraft to fly faster and farther, while using less fuel.

The formal enshrinement ceremony, often referred to as “America’s Oscar Night of Aviation,” will take place in the Fall of 2012 (www.nationalaviation.org). □

Michigan Aviation Hall Of Fame To Induct Parish & Light

KALAMAZOO, MICH. – Michigan Aviation Hall of Fame inductees for 2012 will include Kalamazoo notables and aviation pioneers Preston S. “Pete” Parish and Dr. Richard Upjohn Light at ceremonies May 19 at the Kalamazoo Air Zoo in Kalamazoo, Michigan.

Parish, 92, co-founded the Air Zoo with his late wife, Sue Parish, a granddaughter of W.E. Upjohn, in 1977, and currently serves as

chairman on the Air Zoo’s board of directors. Parish served as vice chairman of the Upjohn company and helped establish its aviation department. In 1972, he became a principal owner of Kal-Aero, which was sold to Duncan Aviation in 1998. He has served as president of EAA Warbirds of America, and as treasurer and chairman of the National Business Aviation Association (NBAA).

Light, a grandchild of W.E. Upjohn, was an aviation explorer, surgeon and geographer, who flew around the world

in 1934. Light also took aerial photos for the American Geographical Society, served as the society’s president, and was the first chairman of Kalamazoo’s Airport Advisory Commission. Light died in 1994.

Other 2012 inductees include Cass Hough of Plymouth; Karl W. Richter of Holly; Lt. Gen. Donavon Smith of Dowagiac; Maj. Gen. William A. Henderson of Ann Arbor; Maurice R. Hovious of Kalamazoo; and Lt. Col. Washington D. Ross of Detroit. For tickets call 269-350-2813. □

Platz Named President Of Mead & Hunt... Sheth To Remain CEO

MADISON, WIS. – The architectural and engineering consulting firm of Mead & Hunt, Inc. has named Andy Platz president, succeeding Raj Sheth, who will remain chief executive officer. Sheth was both president and CEO since 1994. Platz said that one of his top priorities will be to maintain the high ethical standards and level of integrity the company is known for, while maintaining the



Andy Platz



Raj Sheth

positive corporate culture for the employee-owned company. Platz explained that in addition to his role as president, he will remain active in the aviation market, which he has led for many years. Platz is the 2012 vice chair of the Airport Consultants Council and active in

both Airports Council International and the American Association of Airport Executives. Mead & Hunt has 22 offices coast to coast. Founded in 1900, Mead & Hunt has grown from its founding in the Midwest to a national firm in 15 years. □

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| <p> <i>Tom & Renee Watry</i> Wisconsin Aviation Business of the Year (2005)</p> | | |

Cofounder of Wag-Aero Dies Unexpectedly



Dick Wagner

LYONS, WIS. – Richard (Dick) H. Wagner, 74, cofounder of Wag-Aero, Inc., passed away unexpectedly on January 1, 2012, at his residence in Lyons, Wisconsin.

Wagner was born on August 20, 1937 in Burlington, Wisconsin, and was one of the early visionaries of the sport aircraft movement. Wagner once served in the National Guard, and flew for the Minneapolis-based Republic Airlines, while he and his wife, Roberta (Bobbie), founded Wag-Aero, a manufacturer and supplier of sport and homebuilt aircraft parts and supplies, in the early 1960s.

By 1965, Wag-Aero printed its first catalog and continued to expand. In 1971, the company moved from the basement of the Wagners' home in Lyons to its present location, also in Lyons. A grass airstrip was built at the top of the hill for the convenience of the company's many fly-in customers. Today, Wag-Aero has more than 95,000 customers, and 600,000 catalogs are mailed each year, which includes 10,000 items.

Wag-Aero's kit sales are an important part of its business. Their first kit aircraft was the "Sport Trainer," a replica of the Piper J-3 Cub. The "Wag-A-Bond" and the "Sportsman 2+2" were added later.

On September 1, 1995, the Wagners sold The Wag-Aero Group of companies to Bill Read and Mary Myers: <http://www.midwestflyer.com/?p=2210>

"Dick was a visionary and a giver to aviation and mankind," said Dave

Weiman of *Midwest Flyer Magazine*. "His and Bobbie's contributions to aviation and the world will long be felt."

In 1978, the Wagners established a non-profit foundation with the purpose of promoting aviation, supporting humanitarian programs throughout the world, and preserving historical buildings and artifacts. Memorials may be sent to the Wagner Foundation, Ltd., P.O. Box 307, Lyons, WI 53148-0307.

Dick Wagner is survived by his wife, Bobbie; their daughters, Marcy (Ken) Essman and Julie (Bob) O'Neill; grand children, and great grand children. □

Babbitt Resigns After DWI

WASHINGTON, D.C. – FAA Administrator Randy Babbitt resigned following his arrest December 3, 2011 near his home in Fairfax City, Va., on charges of drunken driving. Babbitt, 65, said that he resigned because he didn't want to allow anything to "cast a shadow" on the work done by his colleagues at the FAA. The arresting patrolman observed Babbitt driving on the wrong side of the road. Babbitt was the only person in the car, there was no accident, and he fully cooperated with the police officer.

Babbitt was sworn in as head of FAA in 2009, having previously served as chairman of the agency's Management Advisory Council, which provides guidance on such topics as air traffic modernization and regulatory policy. Babbitt was a pilot with Eastern Airlines for 25 years, and was President of the Air Line Pilots Association (ALPA). He was also a partner at Oliver Wyman, an international management consulting firm.

Michael P. Huerta is now Acting Administrator. He assumed this role on December 5, 2011.

Before joining the FAA, Huerta held senior positions at Affiliated Computer Services from 2002-2009,

Former FAA Administrator J. Lynn Helms Dies



J. Lynn Helms

WESTPORT, CONN. – Former FAA Administrator under the Reagan Administration, J. Lynn Helms, died December 11, 2011, at his home in Westport, Connecticut at age 86 from cardiopulmonary failure and complications from pneumonia. Helms oversaw the FAA during the strike of almost 13,000 air traffic controllers. Before joining the FAA in 1981, Helms served as president and CEO of Piper Aircraft. □

rising to the position of President of the Transportation Solutions Group; ACS is now a Xerox company specializing in business processes and information technology. Huerta was commissioner of New York City's Department of Ports, International Trade and Commerce from 1986-89. He then served as the Executive Director of the Port of San Francisco from 1989-1993. From 1993-98, he held senior positions in the U.S. Transportation Department in Washington, D.C., serving under Secretary Federico Pena and Secretary Rodney E. Slater. □

Knight Replaces Eickhoff On Sun 'N Fun Board

LAKELAND, FLA. – The Sun 'n Fun Board of Directors elected Bob Knight, president of Knight Industrial Equipment, Inc., Lakeland, Fla., as its chairman at their January 2012 board meeting. The chairmanship was vacated with the retirement of Bill Eickhoff, who served as chairman for 28 years. Knight will also serve as the board's contact with Sun 'n Fun's new president & CEO, John R. "Lites" Leenhouts, who replaced John Burton, who became president of Sun 'n Fun's Florida Air Museum. □

Father of Air National Guard Base In Duluth Dies At Age 91



(L/R) Col. John Hed with Maj. Gen. Wayne Gatlin at the Minnesota Air National Guard's 90th Anniversary event held July 14, 2010 in Duluth, Minnesota.

DULUTH, MINN. – The man called the father of the Minnesota Air National Guard Base in Duluth, Minnesota, Retired Col. John Hed, died from congestive heart failure, January 16, 2012 at the age of 91. Born in St. Paul, Hed became interested in aviation after Charles Lindbergh's famous 1927 transatlantic flight. He became an Air Corps cadet in 1941. During World War II, he was a pilot and maintenance officer based in Mississippi and Alaska, where he also flew search-and-rescue missions. After the war, he rejoined the Minnesota Air Guard in the Twin Cities. He was deployed to Duluth to begin organizing the Air National Guard unit planned for the city in 1948 – 22 years after the idea was first proposed. The 179th Fighter Squadron was created as part of a nationwide activation of about 500 National Guard units of various types during the early years of the Cold War. □

Former EAA President Joins Corporate Board

CHICAGO, ILL.

– Jet Support Services, Inc (JSSI) has named Tom Poberezny, former president of the Experimental Aircraft Association (EAA), to its board of advisors. Louis C. Seno is chairman and chief executive of JSSI.



Tom Poberezny

Poberezny is currently the chairman emeritus of EAA, having led the growth of the organization for over four decades. He is an accomplished pilot and a respected advocate for all segments of the aviation community.

In 1975, Poberezny became chairman of EAA AirVenture Oshkosh, developing a strategy that made "Oshkosh" a global event. Among Poberezny's many successes is EAA's Young Eagles program, which introduced over one million young people to flight within a decade, involved numerous celebrities and aviation icons, and raised millions of dollars. □

Canadian Fishing Fly-Out Group Holds Holidays Get-Together



AirVue Photo by Don Winkler

MADISON, WIS. – Participants in the annual Canadian Fishing Fly-Out to Miminiska Lodge, Ontario, promoted by *Midwest Flyer Magazine*, got together for brunch at Pat O'Malley's "Jet Room" airport restaurant at the Wisconsin Aviation terminal building on the East Ramp at Dane County Regional Airport in December 2011.

Joining them was Miminiska Lodge Manager, Phyllis Nagle of Toronto, Ontario. Following brunch, the group toured the dairy farm of fly-out participants, Dick and John Doerfer of Verona, Wisconsin. For additional information on the 2012 Canadian Fishing Fly-Out, call Joe Pichey of Wilderness North at 866-984-1705. □

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Where The Cowboys Were Indians

by Jim Bildilli

NASHVILLE, TENN. – At the National Association of State Aviation Officials' (NASAO) 80th Anniversary Convention in Nashville, Tenn. in September 2011, there was a fascinating speaker by the name of Stan Brock. You may not immediately recognize Stan Brock's name, but for those of us who grew up watching Mutual of Omaha's "Wild Kingdom" on Sunday evenings, he was one of its co-stars, along with the show's host, Marlin Perkins.

Stan was born and grew up in England. He attended public school, but dropped out after a couple of years in high school. Although he planned to return, the spirit of wanderlust prevailed. His father worked for the British government's Foreign Service and was assigned to the former British colony of British Guyana. With the British government purchasing a one-way ticket to see his father, he arrived in Georgetown, Guyana nearly three weeks later.

While wandering the streets one day, he noticed a sign that said "Dadanawa Ranch." With his curiosity peaked, he entered the building and inquired about the ranch, and whether or not they were looking for help. After finding out that the ranch was located on the Brazilian border, the bookkeeper informed him that "no one ever goes up to the ranch" because it was an austere environment far from civilization. The only people there are natives who tend 50,000 head of cattle on the 4,000 square mile ranch.

Not deterred by the bookkeeper, Stan hopped a ride on an old C-47 that occasionally dropped supplies at the ranch, which was a 25-35-day walk from Georgetown through dense jungle. After hitching a ride on the C-47, he soon found himself on a savanna surrounded by people who only spoke Wapishana. Through gestures and body language, he was able to communicate with the natives



Stan Brock

that he wanted to work as a cowboy, and that's when he discovered that the cowboys there were indeed Indians. The natives gave him a new horse named "Kang," which he later learned meant "Devil" in English. Kang had never been broken, so it was up to Stan to do the job. With the Wapishana and his horse as teachers, he soon learned to be proficient in the trade.

On his first attempt, Kang bucked and fell on top of him. The other cowboys gathered around and offered their verbal assistance, but Stan was convinced that he needed medical help. That's when he realized that the nearest doctor was in Georgetown... nearly a month's walk away. Many years later while conversing with astronaut Ed Mitchell, Stan was told that even on the moon, the astronauts were only three days away from medical assistance.

The realization that there was no medical assistance within a reasonable distance convinced Stan that there had to be a better way. Now fluent in the native language, he convinced his fellow cowboys that they should carve out a landing strip and he would go to Georgetown and learn to fly. Taking a horse nine days to the edge of the jungle and walking another 20 days through the rain forest, he made it back to civilization where he started taking lessons in a two-seat Champion

aircraft. Shortly after soloing, he was issued British Colonial pilot license #92.

With his certificate in hand, Stan sought out an aircraft he could take back to the camp, along with a drum of gasoline. He found an old Piper Tri-Pacer, which was converted to a tail-dragger, loaded the drum and headed home. He had a total of 30 hours of flight time, including the time it took to return to Dadanawa.

Since there were no navigational aids, he flew at treetop level where he could recognize familiar landmarks. When arriving back at the ranch, he landed and promptly up-ended the aircraft while trying to stop on the 700-800 ft. airstrip that he and the others had cleared earlier. The Wapishana thought that his landing was very good, but then again, they had never seen an aircraft land before. It didn't take long and work was started to "extend" the runway to accommodate the plane.

With the plane, the 30-plus-day walk now became a 3.5-hour flight. With each trip he brought back medical supplies and soon became the unofficial medic. However, when it was beyond his capabilities, he would transport the natives to Georgetown where they could receive proper treatment. He then set about convincing the British government that there was a need for medical services in the interior of Guyana. After several years of lobbying, he was able to get a senior official with the British Ministry of Health to visit the remote ranch while visiting Guyana. Eventually he was successful in his efforts and thus began the concept of the Remote Area Medical Volunteer Corps (RAM).

Because of his knowledge and reputation as a "bush" pilot and outdoorsman, Stan was brought to Chicago by the producers of Mutual of Omaha's TV series, "Wild Kingdom." Chicago was almost a foreign world in comparison to Guyana where he had spent much of his young adulthood. He noted that he was so "uninformed" that he donated some change to a

guy along the street for the Black Panthers. He, of course thought that it was an environmental group trying to save another endangered species. The show was successful and Stan remained in the U.S., but his desire to bring better medical access to remote areas remained strong.

In 1985, Stan founded RAM where he continues his volunteer work with the organization that is headquartered in Knoxville, Tenn. RAM is a non-profit, volunteer, airborne medical relief corps that provides free health/dental/eye care, veterinary services, and technical and educational assistance to people in remote areas of the United States and around the world. Earlier in 2011, they assisted over 2,000 inner city residents of Chicago and just recently worked at the Pine Ridge Indian Reservation where over 85% of the population is

unemployed.

Stan conservatively estimates that over 25% of the U.S. population doesn't have access to medical treatment. RAM efforts within the U.S. have been hindered significantly by state and local governmental agencies, which insist that the volunteer medical personnel be registered or licensed within their individual state. In Los Angeles, RAM had 100 dental chairs set up for a free clinic, but could only fill 30 because there were not enough volunteer California registered dentists in the Los Angeles area. Dentists from surrounding states were willing to volunteer, but California law prevented them from donating their time and talent. Only Tennessee, Oklahoma and Illinois will allow volunteer medical personnel to provide free assistance without being

registered within their state. Stan has tried to get the U.S. government to pass legislation that would transcend state borders, but so far, the federal government has refused to move forward for fear of violating a "state's rights" issue.

Although there are needs within the U.S., RAM continues to provide medical support around the world including some countries recently devastated by earthquakes and hurricanes.

Our hats are off to people like Stan who have put the welfare of others first. We wish him success in his efforts to get legislation passed that will enable RAM volunteers to provide medical assistance no matter the location.

If you would like to learn more about RAM, please visit their website at www.ramusa.org. □

WWII Vet Savors Gift of Flight

by Brooke Miller Hall



Jim Leonard with his friend and caregiver, Jane Kapusta.

Before Jim Leonard could take the ride of his life, he needed to get in the plane. And that's harder than it sounds.

Jim is 90, uses a wheelchair and has a slew of health problems – including trouble bending and stretching, stemming back to a stateside aircraft accident during World War II and the many surgeries

that followed. He's also a big guy and mostly blind.

With some pushing, pulling, scooting and the support of three men and his pal, Jane Kapusta, Jim made it into the cockpit of a 1975 Piper Archer I. Though sweating and sore, he put on his aviator glasses and smiled with his whole face. "They should build a plane around me," he joked.

It was a beautiful August morning for a joyride from Iowa County Airport in Mineral Point, Wisconsin.

Pilot and Air Force veteran, Pat Ripp, took Jim and Jane, along with photographer/videographer Spencer Blesi for a 45-minute sightseeing tour of southwestern Wisconsin, cruising at about 140 mph.

"Let's buzz the nude beach (in Mazomanie, Wis.)," Jane joked. Whenever Jim and Jane are together, there's a lot of goofing around. With their nonstop banter and mutual love of sarcasm, it's easy to assume that Jim and Jane are related. In reality, Jane's been Jim's caregiver through Independent Living, Inc. for three years – and she orchestrated this

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magical flight, just like she organized one last year piloted by Jerry Johnson.

Before Jane came into his life, Jim was nearly homebound and mourning the loss of his wife of 56 years.

His son, also Jim Leonard, notes a remarkable change in his dad since Jane arrived. "I think she has both added 10 years to his life and knocked 10 years off his age," said his son.

Jane likes to take Jim on adventures that mirror his long-ago memories: visiting a horse stable, picking apples at an orchard, swimming and cutting the grass (with Jane's help).

As a World War II pilot and flight instructor who participated in the "Battle of the Bulge," these small-plane joyrides are food for Jim's soul. He said he never expected to go on another plane ride, and afterwards Jim commented with peaceful solemnity, "I expect that was the last time I'll be on a plane, and it was just wonderful. Like riding a bike."

Even the pilot, Pat Ripp, commented, "Doing the flight for Jim was one of the best flights I have ever flown. I hope he enjoyed it as much as I did."

Pat is also a veteran who served in the U.S. Air Force as a fighter weapons systems tech (1970-1974), working mostly on F-4D and F-4E Phantoms. He did two tours in Vietnam/Thailand. He's currently an Aviation Maintenance Technician Instructor at Blackhawk Technical College (until the program is shut down following the 2012 summer semester), and owns/operates Point Aviation, a general aviation maintenance facility at Iowa County Airport.

It was special for the World War II veteran and his Vietnam veteran pilot, his caregiver and all those present to witness and record the events.

But as it turned out, that wasn't Jim Leonard's final flight after all.

After many months on a waiting list, Jim was given a spot on the "Badger Honor Flight" to see the World War II Memorial in Washington D.C. on November 12, 2011 – the day after Veteran's Day. Jane, as his flight "guardian" and caregiver, was right by Jim's side as usual.

"This is the best part about getting old!" Jim says. "I get all this attention and all these pretty girls around me. When I was younger, I used to have to work a lot harder for that."

To learn more about Badger Honor Flights, go to www.badgerhonorflight.org.

EDITOR'S NOTE: Brooke Miller Hall is a freelance writer from Madison, Wisconsin. She and Amy Gangl wrote a screenplay about Jane Kapusta and Jim Leonard. □

Veteran Aviator Honored By FAA With Wright Award

by Ed Leineweber



Aviation was a big part of Don and Wilma Julson's life together for more than 60 years. Wilma is a pilot as well (notice her earrings!). Federal Aviation Administration official William Law of the FAA Milwaukee FSDO presented Don Julson with the "Wright Brothers Master Pilot Award" at a recent ceremony at Tri-County Regional Airport, Spring Green, Wis. Law, himself about to retire from the FAA after a long career, once taught chemistry and physics at the Richland Center High School, and worked part-time for Julson at the airport.

There's an old saying in aviation that goes, "There are old pilots, and there are bold pilots, but there are no old, bold pilots." If "bold"

is understood to mean "foolhardy," then this bit of folksy wisdom is undoubtedly true. But if it means "professionalism, skill and aviation expertise," then long-time commercial pilot, flight instructor, aircraft mechanic and airport operator Don Julson disproves the old saw.

After more than 60 years in the pilot's seat without a single accident or mishap in an airplane, Don Julson capped off his career as an aviator recently when the Federal Aviation Administration's coveted Wright Brothers Master Pilot Award was bestowed upon him at a ceremony at the Tri-County Regional Airport near Lone Rock, which Don operated from the mid-1950s to the mid 1970s.

The requirements for the Wright Brothers award are rigorous, and only a few pilots ever achieve this honor. In addition to an unblemished record as a pilot for more than 50 years, fellow aviators familiar with the award recipient's flying history must make written recommendations supporting

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the honor.

Don Julson earned his private pilot certificate in 1946 at the age of 20. He went on to add additional certificates as a commercial pilot, flight instructor, aircraft mechanic and pilot examiner. He holds both instrument and multi-engine ratings on his pilot and instructor certificates, as well as an Inspection Authorization on his mechanic's certificates. Don put all of these privileges to good use during

his long aviation career, first at Morey Airport in Middleton, Wisconsin, and later at the Lone Rock airport.

Early on Don married Wilma, herself a commercial pilot. They met at the airport, of course! Wilma received the Spouse's Award pin at the same ceremony.

After retiring from active involvement in the aviation business, Don and Wilma operated the Flying-J Campground near Gotham for more

than 20 years. In 2001, Don published his memoirs, entitled "Fifty Years of Flying Fun," an entertaining account of the author's "good fortune to fly during the best years of aviation."

Today, Wilma and Don live adjacent to the Richland Airport in Sextonville, where Don can be seen on a daily basis, visiting with the pilots and watching the aviation activity, which has been such a large part of their lives for more than 60 years. □

EDUCATION

UND Aerospace Donates Aviation Training Device To Bismarck Public Schools

BISMARCK, N.D. – The University of North Dakota John D. Odegard School of Aerospace Sciences has donated a Piper Seminole Flight Training Device (FTD) to the Bismarck Public Schools Career Academy. The Bismarck Public

School District Career Academy Center is located on the campus of Bismarck State College. The center enrolls 900 students annually from nine public and private high schools in the area. The center provides students with quality education in career and

technical programs including high-wage, high-demand technical training, academic integration, and alignment with post-secondary education. About 90 students are currently attending aviation courses at the Career Academy. □



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SIU Welcomes Five New Cessnas



The flight instructors at Southern Illinois University with the school's new fleet of Cessna 172R Skyhawks.

CARBONDALE, ILL. - Southern Illinois University Aviation welcomed home five brand new Cessna 172R models on December 9, 2011, each equipped with Garmin G1000 glass panels. The aircraft arrived together at the airport after dark. Flight instructors Kevin Krongos, Jeff Jaynes, Brian Harrison, Steve Goetz, and Adiran Krupa with aviation flight students Taylor Breum, Jordan DiGrazia, Scott Blair, Christian Padilla, and David Bias went to retrieve the aircraft from the Cessna factory in Independence, Kansas.

Upon arriving at the Cessna factory, Cessna Aircraft Company's hospitality was remarkable, commented one of the instructors. The receiving team was treated to a steak

dinner, and toured Cessna's facilities, including the manufacturing, training, and sales buildings.

SIU said that the greatest difference of the new aircraft is the state-of-the-art Garmin G1000 glass cockpit. The glass display, which replaces the basic gage-style flight instruments of most flight training aircraft, offers a plethora of information to the pilot. When utilized correctly, the G1000 greatly increases a pilot's situational awareness.

When students saw the new aircraft the next day and inquired as to when they would have the opportunity to fly them, they were urged to first read Max Trescott's G1000 Glass Cockpit Handbook (available on Amazon.com and Sportys.com). □

K-State Adds Five Aircraft To Fleet

SALINA, KAN. - The aviation program at Kansas State University's Salina campus has added five new Cessna Skyhawk 172 G1000s to the university's training fleet. K-State is an elite Top 5 aviation university. Located on the Salina campus adjacent to a 12,000-foot runway, the program has a modern fleet of more than 40 aircraft and more Master Certified Flight Instructors than any other college or university in the country. K-State Salina offers affordable bachelor's degrees in professional pilot, aircraft maintenance, air traffic control, airport management, avionics and unmanned aircraft systems, as well as technology management and engineering technology. An airframe and powerplant certificate program is also available (www.salina.k-state.edu/aviation). □

Michigan Aviation High School To Expand


GRAND RAPIDS, MICH. - An aviation-themed charter high school launched by businessman Dick DeVos in 2010 in Grand Rapids, Mich., is planning for as much as a \$5 million expansion to accommodate growth. According to a report at MLive.com, the West Michigan Aviation Academy, located on Gerald R. Ford International Airport, started with 80 freshmen - 20 more than projected - with the goal of adding a grade each year. Today, the school has 145 students, but needs more space for the 2012 junior class and future seniors. The expansion will allow the school to accommodate 600 students. □

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Joe Furman sitting in the cockpit of a U.S. Coast Guard C-130 Hercules.



Joe Furman with his Piper PA-23 Apache.

Saving Lives... All In A Day's Work!

Chicago's lakefront was the start of it all. As a youngster, Joe Furman's dad took him to see the Grumman Hellcats firing their 50 caliber machine guns into the lake on shore, from a hardstand at night. The stream of tracer bullets arched up into the night and you could see them hit the water from the light of the tracers. Airpower during World War II took on another meaning from that point on for Furman. As a Cub Scout, Boy Scout, and Explorer Scout, he learned the motto, "Be Prepared." The Eagle Scout award was achieved. Furman's life was based on this in everything he did after that.

In addition, a person experiences through athletics, the sense of not giving up, and finishing the race or making the goal line. As he looks back, every achievement had these foundation concepts.

In 1951, as a U.S. Naval Cadet at the University of Illinois, Furman learned how to operate a computer, repair it, and tie it into the big guns on a U.S. Navy Destroyer. He could not afford flight training, so he hung around the airport to do odd jobs. The Air Force gave him his opportunity. The instrumentation experience early in his life prepared him for the concepts needed later in flight training.

Over a period of years flying around the U.S. and the

world, Joe Furman saw aviation as a life saving vehicle. Working during the day and attending school at night, he met people who had the same interest and together, they joined the U.S. Air Force Auxiliary (CAP) as a pilot. He then met a group at Palwaukee Airport in Wheeling/Prospect Heights, Illinois, who wanted to fly more.

The U.S. Coast Guard Auxiliary Aviation (Flotilla 3-8, 9W District) was formed and he purchased a Piper Apache and flew Search & Rescue concurrently for both organizations, in Illinois, Wisconsin, Michigan and the Great Lakes. The Apache became the longest flying twin-engine auxiliary aircraft the Coast Guard had, supporting every mission, except for hoisting, dropping material, and landing on water. The Apache saved 23 lives, two fishing trawlers, and four catamarans, and supported the U.S. Coast Guard Cutters on search and rescue (SAR) missions, ice breaking, pollution patrols, security missions, live fire exercises on the Great Lakes, and navigation and equipment checks, plus other specific assignments by the Coast Guard Command.

As a district flight safety officer, check pilot and facility inspector, Furman's travels took him across the United States. In addition, as an emergency medical technician (EMT) and medic, he saved a seaman on a mission in the Pacific aboard a C-130 out of Air Station Sacramento, California.

CONTINUED ON PAGE 62

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Kestrel Aircraft Corporation Lands In Superior!

SUPERIOR, WIS. – The cofounder of Cirrus Aircraft Corporation, Alan Klapmeier, is moving closer to home with his newest company, Kestrel Aircraft Corporation. It was announced January 16, 2012, that Kestrel will be locating its manufacturing facility to Superior, Wisconsin, rather than Brunswick, Maine. The Kestrel aircraft maintenance and modification center – Kestrel Aeroworks – will continue to be located in Brunswick, the composite shop will be located at a new Winter Street facility in Superior, and a final assembly plant will be located at Superior's Richard I. Bong Municipal Airport.

Kestrel Aircraft Corporation was created in 2010 to certify the single-engine turboprop, the Kestrel K-350, which is expected to have lower operating costs than a light jet.

Kestrel is expected to create up to 600 permanent, non-seasonal jobs by 2016. Kestrel's staffing requirements will range from experienced senior executives to highly skilled engineers and designers to composite technicians and aircraft assembly personnel. Most of these positions will be recruited locally with many of the composite technicians and aircraft assembly personnel being trained locally in conjunction with community colleges and Wisconsin Indianhead Technical College.

The K-350 is an all-composite (carbon fiber) single-engine turboprop, designed to carry five passengers plus a pilot over a long range (approximately 1,500 miles) at high speed (approximately 375 mph), in a comfortable pressurized cabin, using short runways. Kestrel claims that along with comfort and



Kestrel K-350

performance, the K-350 will have the lowest "seat miles per gallon" cost of any aircraft in its class.

For most missions, the K-350 will have journey times that are comparable with light jets, while burning significantly less fuel, thus lowering direct operating costs and reducing emissions.

Kestrel had planned to locate its facility in Brunswick, Maine at the recently decommissioned Brunswick Naval Air Station. However, the company sought additional financing, which Wisconsin Gov. Scott Walker made possible, and Maine Gov. Paul LePage did not.

Kestrel had hoped to fund a portion of its \$100 million project through Coastal Enterprises, a Wiscasset-based private, nonprofit community development institution, and the federal New Market Tax Credit program. The program helps to bring jobs and investments into low-income or distressed areas, as identified in the U.S. Census.

Kestrel hoped to receive \$39 million in tax credits, but only received a fifth of that amount. In April, the company was allocated \$7.8 million in tax credits, enough to get Kestrel Aeroworks, the maintenance and repair operation, off the ground, but not enough to start manufacturing airplanes.

Below is the list of incentives the

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City of Superior, Douglas County and the State of Wisconsin put together in order to make the Kestrel move to Superior a reality:

City of Superior

- Tax increment financing and land grants totaling \$3.1 million.
- Low interest loan of \$2.4 million.

Douglas County

- Transfer of County-owned property located adjacent to the Bong Airport (13.3 acres).
- \$500,000 loan through the Douglas County Revolving Loan Fund.

State of Wisconsin - Wisconsin Housing and Economic Development Authority (WHEDA)

- \$30 million in New Market Tax Credits (NMTC) in 2012.
- \$60 million in future NMTC allocations.
- \$2 million loan through the U.S. Treasury's State Small Business Credit Initiative Program.

Wisconsin Economic Development Corporation (WEDC)

- \$18 million in Enterprise Zone Tax Credits.
- \$2 million economic development loan.

Kestrel will begin construction on its Winter Street composite plant this spring, and in 2013, will commence construction of its assembly plant at Richard I. Bong Airport.

Wisconsin Gov. Scott Walker and local Superior dignitaries were on hand for the announcement.

Meanwhile, next door in Duluth, Minnesota, is the China Aviation Industry General Aircraft Company (CAIGA), which now owns both Cirrus Aircraft Corporation and Epic AIR, LLC.

Kestrel's Alan Klapmeier is the co-founder and former CEO of Cirrus Aircraft. Klapmeier's brother, Dale, is the co-founder and current CEO of Cirrus Aircraft.

Cirrus Aircraft Corporation started at the Baraboo-Dells Airport in Baraboo, Wisconsin, in 1984, and opened its doors in Duluth, Minnesota on January 1, 1994. □

Eurocopter & AgustaWestland Helicopters Get Tanis Preheat Systems

EDEN PRAIRIE, MINN. – Tanis Aircraft Products has announced the availability of its aircraft preheat systems for the “Eurocopter” line of helicopters, a manufacturer of civilian and military models. Eurocopter manufactures the EC155 helicopter, a long-range twin-engine medium-lift passenger transport helicopter, as well as many other models.

Tanis is also now providing preheat systems for the AgustaWestland AW119 helicopter. AgustaWestland manufactures the AW119 Koala helicopter, a civilian eight-seat turbine-powered utility helicopter, in Philadelphia, Pennsylvania.

The Tanis preheat system has been installed on a fleet of AgustaWestland helicopters operated by LifeFlight of Maine. Thomas P. Judge, Executive Director of LifeFlight, commented, “We work in an extremely cold climate. With over six years of operation, the Tanis systems have been extremely reliable and maintenance free. Operation is simple – we plug them in shortly after the last flight while the oils are still warm, keeping our aircraft ready to go.”

A complete Tanis preheat system



Eurocopter EC155 helicopter flying high with a Tanis preheater system.

for rotary wing aircraft is comprised of several specifically engineered heating elements that can be affixed to the engine oil reservoir and sump, hydraulic reservoir, reduction gearbox, accessory case, fuel control unit, and more.

Each system is designed to protect critical components from cold starts, reduce the likelihood of damage, and shave off critical minutes to launch.

Tanis is the only company providing complete aircraft and engine preheat systems for piston, turbine and rotary wing aircraft.

See Tanis Aircraft Products at Heli-Expo in Dallas, Texas, February 12-14, booth number 7523.

Tanis is located in Glenwood, Minnesota, with additional offices at Flying Cloud Airport, Eden Prairie, Minnesota (www.TanisAircraft.com). □

First Flight of HondaJet F2

GREENSBORO, N.C. – The flight of the second FAA-conforming “flight test” HondaJet aircraft took place on November 18, 2011. The duration of the flight was 44 minutes. Maximum altitude reached was 12,840 feet MSL. Maximum speed was 245 KTAS

(281 MPH). The aircraft completed a variety of checks in flight and the aircraft reportedly performed well. F1 was the first “flight test” aircraft, and ST1 was the second aircraft built especially for “stress testing,” and not flight testing. F2 is the third HondaJet aircraft that has been built. □

The "Fuel-ture of General Aviation" & What We Can Do About It, Theme of MATA Conference

BROOKLYN CENTER, MINN. – The Minnesota Aviation Trades Association (MATA) will focus its one-day conference, Monday, March 19, 2012, at the Earle Brown Heritage Center in Brooklyn Center, Minnesota, on two extremely important topics to general aviation today: "Alternate Fuels" and the "Future Growth of General Aviation."

There has been considerable work on developing an alternate fuel for 100LL, and MATA is bringing one and possible two of the nation's leading experts in the field to the conference to give attendees an update: Ron Adams and/or Jon Ziulkowski of Swift Enterprises of West Lafayette, Indiana.

Swift Enterprises has created a biomass-derived, synthetic fuel called "100SF" that has been successfully tested in several aviation engines. The fuel is derived from a variety of feedstocks, from sugar beets to sorghum, so there is a range of suitable areas for production.

100SF contains no lead or ethanol. So far, it has shown to be a near

straight switch for 100LL for most aviation engines.

Tests by the Federal Aviation Administration, thus far, have shown that an engine performs well and is in better shape than most engines running on 100LL. In addition, Swift claims that 100SF provides an 8 to 15 percent increase in range based on the same volume of fuel over 100LL and produces fewer pollutants.

Swift is looking to have the new alternate fuel certified within the next two years and competitively priced, and less expensive in the future.

A panel discussion on the importance of "Promoting General Aviation" will involve the Director of Aeronautics for the State of Minnesota, Chris Roy, and a representative from the Aircraft Owners & Pilots Association.

Cirrus Aircraft President/CEO Dale Klapmeier of Duluth, Minnesota, will be speaking on "Marketing General Aviation," and in particular, how Cirrus Aircraft has been successful in competing in the marketplace, domestically and globally.

The keynote speaker on March 19 will be the president of the National Air Transportation Association (NATA), Jim Coyne, who will address the "Role of the Aircraft Technician" at a joint luncheon of MATA members and attendees at the Minnesota Aviation Maintenance Technician Conference, also being held at the Earle Brown Heritage Center.

In addition, Coyne will provide MATA Conference attendees a "Washington Update" at a special dinner in his honor on Sunday, March 18, 2012 at the Embassy Suites, located immediately adjacent to the Earle Brown Heritage Center in Brooklyn Center, Minn., beginning with a reception at 5:30 pm.

Conference Registration

To register for the 2012 Minnesota Aviation Trades Association Conference, email **Sara Wiplinger** at swiplinger@wipaire.com, or call **651-209-7168**. Complete registration information is also available at the MATA website: www.mnaviationtrades.org. □



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Air Show Pilot Tests Unleaded Avgas In Radial Engine

WEST LAFAYETTE, IND. – An air show performer based in the northeast says a high-octane, unleaded aviation gasoline provides power similar to conventional general aviation fuel and provides increased aircraft range. Rick Volker of Rick Volker Air Shows, Niagara Falls, N.Y., compared the performance of Swift Enterprises Ltd.'s 100SF gasoline with conventional 100LL in separate flights of his Sukhoi Su-26M. The flights included extensive use of full power and unusual attitudes to simulate air show flight. He said on-board engine monitoring supported test results.

"Swift's 100SF provides similar power, but with less fuel burned at every power setting, which allowed for significant increases in aircraft range," said Volker. "I tested the material compatibility of 100SF with the unmodified 360 horsepower Vedeneyev M14P engine and confirmed the miscibility with 100LL, meeting performance benchmarks at each trial. These tests provide supportive evidence that 100SF will meet the performance needs of aircraft during the most severe use imaginable, without any equipment changes." □

Five Seats For Cirrus

DULUTH, MINN. – Cirrus Aircraft has expanded seating capacity in its SR20, SR22 and SR22T aircraft models beginning in 2012. The new 60/40 FlexSeating features a wider back seat, highlighted by a 60/40 fold-down split



in the rear seat for five-person maximum aircraft occupancy. The folding versatility of the new seat, coupled with a rear cargo net, give greater utility

and capacity and also makes loading the aircraft easier. In addition, 2012 Cirrus models are 10 pounds lighter for more useful load and efficiency. □

Flight Line Enterprises To Move Forward In 2012

BLAINE, MINN. – Flight Line Enterprises (FLE), which plans to build a restaurant and conference center at Anoka/Blaine Airport in the Twin Cities, is now focusing on completing site preparation. FLE has already received approval from the Minnesota DOT



Flight Line Enterprises president, Craig Schiller, at the future restaurant and conference center at Anoka County-Blaine Airport.

Office of Aeronautics for driveway access, and hired engineers and ecologists. The next step is to get Department of Natural Resources and Watershed District approval.

FLE is also seeking a partnership with an existing business in the restaurant industry for the dedicated 20,000 sq ft. portion of the building. This new partner will lease the dedicated north portion of the facility and operate a restaurant as part of the project design.

FLE's immediate task is to sell the balance of its shares in the project to reach its financial goal in order to secure bank financing. Investor inquiries are welcome.


Plans to build a new Vikings football stadium at nearby Arden Hills have brought a great deal of positive response to the FLE project.

Interested persons may contact Craig Schiller at 763-784-6400, or email cschiller@FlightLineLTD.com (www.FlightLineLTD.com). □

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

Christopher Roy, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

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It's Just The Beginning

by Chris Roy, Director
Mn/DOT Office of Aeronautics

It is always exciting to be at the start of a new year with all the promise of new opportunities and greater things to come. There are so many opportunities for us as individuals to make positive changes in our own lives, as well as in the lives of those around us. We have only to look beyond where we stand to see opportunities to share the many good things we have in our lives that we may take for granted. But for others, that chance may just be a dream that seems to them to be unreachable.

That's one place where you have the opportunity to make a great difference. You, as an aviator, have done something that most people may never do or have the opportunity to do. That is...you can fly (with the aid of an airplane). Many of the people in your community have never flown or have never been truly introduced to aviation. So this is your chance to not only open their eyes to (possibly) the experience of flying, but at least to the opportunity to learn about aviation and its importance to the



Chris Roy

entire community.

Think about this. The Federal Aviation Administration (FAA) lists over 320,000 registered aircraft in their current database. More than 211,000 of those aircraft are part of the General Aviation (GA) fleet. Many of those GA aircraft can utilize the landing facilities of most of the 19,000 public and private airports, heliports and/or seaplane bases around the country. Now compare that with the airlines.

The airlines serve fewer than 600 of the 19,000 U.S. airports! Clearly, aviation as a whole is vital to every citizen and every community in the nation. Without aviation in the U.S., the quality of American lives would be significantly diminished. Millions of well-paying jobs would not exist. Without an airport, the front door to the community would be closed.

We must not forget the importance in this effort, of educating and training our youth toward careers in aviation. Additionally, by educating and informing the leaders and citizens of your community about aviation's very important role, it helps to secure the continued strength and vitality of your community, your airport, and the aviation industry.

This is your opportunity to stand up and have a positive impact on the future. Remember, the world is round. What may seem flat and having an end, in fact isn't, and may well be, just the beginning!



Stay Aware!

General Aviation (GA) is a vital component of the aviation sector and the national economy that accounts for some 77 percent of all flights in the United States. It encompasses a wide range of activities, from pilot training to flying for business and personal reasons, delivery of emergency medical services, and sightseeing. Operations range from short distance flights in single-engine light aircraft, to long-distance international flights in corporate-owned wide-body aircraft, and from emergency aero-medical helicopter operations to airships seen at open-air sporting events. The sole characteristic that General Aviation operations have in common is that flights are not routinely scheduled; they are "on-demand."

The Office of Transportation Sector Network Management (TSNM) General Aviation Division works closely with the 17 associations that make up the General
52 FEBRUARY/MARCH 2012 MIDWEST FLYER MAGAZINE

Aviation Coalition to ensure that security mandates are based on threat analysis and risk management, balanced with common sense. They recognize that one-size security does not fit all, and that different solutions are required for different environments and different classes of operators. They:

- Use a threat-based, risk management approach to develop strategies, policies, and programs to reduce the security risks and vulnerabilities associated with GA operations;
- Recognize the diversity that exists in the industry and that "one size" security does not fit all stakeholders;
- Work collaboratively with stakeholders to develop creative methods to enhance security and develop, disseminate, and consistently apply a framework of appropriate federal security standards;
- Understand the global impact of Transportation Security Administration (TSA) security initiatives, and,

where applicable, harmonize with international industry best practices and security measures.

Mission/Vision

To reduce the security risks and vulnerabilities associated with General Aviation operations through a threat-based, risk management approach.

What You Can Do To Help

TSA's Office of General Aviation is committed to working with the industry and community to develop and implement reasonable and effective security measures. As part

of these efforts, TSA has recently launched the General Aviation Secure Program. This program is designed to build upon the Airport Watch Program, encouraging everyone to be vigilant about General Aviation security and report any unusual activities to TSA. If it raises your suspicions, it might be a problem. For emergencies or time-sensitive issues, call 911 first.

Watch for the following:

- Aircraft with unusual modifications or activity.
- Pilots appearing to be under the control of others.

- Unfamiliar persons loitering around the airport.
- Suspicious aircraft lease or rental requests.
- Anyone making threats.
- Unusual, suspicious activities or circumstances.

Aircraft Security always comes first:

- Always lock your aircraft.
- Don't leave keys in unattended aircraft.
- Use a secondary lock or aircraft disabler if available.
- Lock hangar when unattended.

Call 1-866-GA-SECURE. ☐

Flying Side-By-Side With An Unmanned Aircraft

GRAND FORKS, N.D. – A recently passed bill could help the Grand Forks region secure the “holy grail” for the future of unmanned aircraft, according to the University of North Dakota (UND) Unmanned Aircraft Systems (UAS) Center of Excellence. Center Director Al Palmer and other members of the North Dakota UAS Integration Team recently pitched the region's expertise in unmanned aircraft to Michael Huerta, acting administrator of the Federal Aviation

Administration. This was a key development for the Air Force Base in Grand Forks and the region.

The 2012 Department of Defense authorization bill passed by Congress last week requires Huerta to select six test sites across the nation to allow both traditional and unmanned aircraft to fly together in the same airspace. Palmer said integrating both types of aircraft in the same place will open up a new “opportunity for expansion” for UAS in the region, and Grand

Forks could be at the top of a list for possible testing sites for the new program. Currently, the vehicles are only flown in the U.S. with regular pilot-flown aircraft along the borders of Mexico and Canada.

The Department of Defense bill includes \$900 million to fully fund the Global Hawk program, which will allow the Air Force to follow its plan of eventually stationing 13 of the aircraft at Grand Forks Air Force Base. The base currently has five Global Hawks. ☐

White House Wants User Fees

User fees were supposed to be off the table, but the Obama Administration says that it needs the money to help reduce the deficit, despite the federal excise taxes we are already paying through fuel sales. The Obama Administration wants to charge a \$100-per-flight fee for use of air traffic services, claiming that the

fee would both “ensure that everyone is paying their fair share” and help reduce the deficit. If a separate user fee was put into place, not only would it hurt the air transportation and aviation industries, but it would create an expensive new bureaucracy to fix what isn't broken.

The existing system of revenue generation, collected through excise

taxes, allows more of the revenue collected to go toward the operation of the air traffic control system.

Fuel taxes more accurately reflect the amount of ATC services being used based on the distance of a flight. The longer the flight, the more ATC services used, and the more fuel used, increasing the amount of federal excise tax collected. ☐

Small Airport To Be Sold To Raise Money To Fund Larger Airport

OZARK, MO. – Air Park South, located west of Ozark, Missouri, is being sold with proceeds from the sale going to Springfield-Branson National Airport for general aviation

improvements. Both the Federal Aviation Administration and Missouri Department of Transportation have agreed to the sale. Air Park South includes a 3,000-foot asphalt runway.

Attempts to purchase an additional 36 acres to extend the runway to 5,000 feet at Air Park South were unsuccessful. The property owners were apparently asking \$220,000 an acre (www.flyspringfield.com/land). ☐

Aeronautics Report

Wisconsin Bureau of Aeronautics

P.O. Box 7914, Madison, WI 53707-7914

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(608) 266-3351



www.dot.wisconsin.gov

Know The Weather & Be Flexible To Fly Another Day

by Jeffery Taylor

Aviation Consultant

WisDOT Bureau of Aeronautics



Jeffery Taylor



Cirrus SR-20

Flying in the Midwest can be a challenge. The weather, especially in fall and winter, is often unpredictable and can quickly become less than ideal. We all learned early in our aviation careers the most common type of weather accident, and one of the most consistently fatal, continues to be the attempt to fly by visual references into instrument meteorological conditions, often called “VFR into IMC.” So then – why do these accidents still occur at such an alarming rate, and what can we learn from them?

Last year, a few days after Thanksgiving, a pilot loaded his two daughters and a friend into the club Cirrus SR-20 for what was supposed to be a quick round-trip from Marion, Indiana (MZZ) to DuPage, Illinois (DPA) to return one of the daughters to college. The 147 nm trip would take about an hour and seemed like an ideal one for the new private pilot.

The weather at Marion was clear. A low-pressure system was in southern Minnesota, with a cold front across Iowa. The system was forecast to move through the DuPage area later in the day, so the novice pilot got a good start. At takeoff, the DuPage METAR (Meteorological Aerodrome Report) reported a 2,900 foot overcast with some light rain that occurred for 10 minutes earlier in the hour.

Just over an hour after takeoff, the pilot contacted the DuPage tower and inquired about landing at DPA. The controller advised the pilot the airport was under instrument flight rules (IFR) and to, “Say intentions.” He told the controller he was not sure if he wanted to land at DPA because he did not want, “To get in there and get stuck all day due to the weather.” Then, after inadvertently flying over the airport, he reversed course in an attempt to return. However, after reversing course he lost sight of the airport once again. He informed the controller he, “Was in and out of the clouds.” The controller noted that Chicago Executive Airport (PWK), located about 20 miles northeast of DPA,

was reporting visual flight rules (VFR) conditions. When the controller asked the pilot if he was IFR qualified, the pilot replied, “I’m in IFR training and I’ve let this get around me.”

The DPA tower controller made repeated offers and the pilot finally accepted a transfer to Chicago Terminal Radar Approach Control (TRACON) for radar vectors to a destination. The Chicago TRACON controller also provided weather conditions at airports in the vicinity of where the accident finally occurred. The pilot initially advised the controller he would proceed to PWK, which was the closest airport reporting VFR weather conditions at the time. However, the pilot later advised the controller he was no longer inbound to PWK. He commented he didn’t want to mess with the weather or get stuck in there. The controller approved a frequency change and the pilot acknowledged that transmission. No further communications were received from the pilot.

The airplane impacted a tree and an open field about four (4) miles north-northwest of Lake in the Hills Airport (3CK). The pilot and his three passengers were killed. Weather conditions recorded at DPA, located about 22 miles south of the accident site, included overcast clouds at 900 feet above ground level (AGL), 1-3/4 miles visibility in light rain and mist, and wind from 170 degrees at 11 knots.

What Can We Learn From This Accident?

It is easy to read this and say, "I would never let that happen to me." No pilot takes off thinking it will happen to him or her. At some time or another, most of us have found ourselves in worse weather than we expected or were comfortable with – it happens fast.

Human nature can be an enemy. The more you have invested in a flight, the more you will proceed. Recognize this weakness, and you may avoid disaster. This flight is an unfortunate example of this kind of investment. The pilot could, at times, see the destination airport, which was very inviting. However, the weather was good VFR to the south, so a retreat to better weather was the only smart solution. It is never easy to call off the trip when the goal seems to be within reach, but flexibility is the key to survival. It is important to listen to rational advice, and understand when you are pushing yourself beyond your capabilities.

We should become better weather skeptics. After all, we live in one of the hardest areas of the country to forecast weather. With a low forecast to move through the area, frequent weather updates while enroute would have been useful. Just 30 minutes after takeoff the DPA weather had become 2,300 scattered, 2,900 overcast, a decreasing trend, and 30 minutes before arrival, the ceiling dropped to 1,300 overcast. Frequent weather updates through Flight Watch on 122.0, or a local remote communication outlet, can be invaluable in helping us make sound decisions before it becomes an emergency.

Never be afraid to ask for help or declare an emergency. By listening to the audiotape of this accident, you can hear the reluctance of the pilot to admit he was in trouble. At one point, while discussing possible destinations, he asked the controller, "Do you think that is a good idea?" For liability reasons, there are many times a controller can neither suggest nor recommend a course of action to a pilot. Know when you are in trouble, and don't be intimidated when a controller says, "Say intentions." They are merely asking, "What do you want to do and how can I help." It is important to act as a command pilot; declare an emergency if it is warranted; and ask for the help you need to get safely on the ground.

Do you have personal weather minimums? On a day when you have no pressure to fly, sit down and write out the cloud ceilings, visibility and winds you are comfortable flying in for both day and night. This list of rational limits will help you make good weather decisions in the future. The FAA has an excellent guide for weather decision-making titled, "General Aviation Pilot's Guide To Preflight Weather Planning, Weather Self-Briefings, and Weather Decision Making." You can obtain this guide at: <https://www.faa.gov/files/gslac/library/documents/2006/Oct/9724/GA%20Weather%20Decision-Making%20Aug06.pdf>

Weather emergencies are best prevented with good preflight weather briefings and keeping a skeptical eye out for any change that does not fit your plan. When the weather changes, which it will, take action and be flexible. Diverting is never a loss if it allows you to fly another day! □

FLIGHT TRAINING

Some Ruminations On Aeronautical Decision-Making

by Harold Green

Please be advised that this discussion includes some whining and preaching! No panacea absolving pilots of fault for bad decisions is offered, and no single solution is put forth. Rather, it is suggested that we assume greater individual responsibility for our own safety, along with a realistic recognition of the possible consequences of our decisions.

Year after year as the general aviation accident statistics are published, we see the same thing. The vast majority of general aviation accidents are preventable if only pilots used better judgment. That has been true since records have been kept. Virtually every pilot knows this. Yet, we keep doing the same things year after year. If an individual keeps doing the same thing over and over expecting different results, we call that "insanity."

Reflect on this quote attributed to Wilbur Wright by



Harold Green

AOPA: "In flying, I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks." How far back does that put the issue? For further perspective, consider the fact that in World War II, more aircraft and pilots were lost to operational and training accidents than were lost in combat. In that case pilots operated in conditions that would be abhorrent to us, but the point is that the known scary stuff did not kill as many people as did the relatively routine.

My opinions are based not only on experience as a civilian pilot, but also on experience as an enlisted U.S. Air Force airborne crewmember in the mid 1950s. With direct vested interest in the outcome, close attention was paid to the actions of the pilots. (Some pilots were very good and some were not). In high risk missions, and some were very high risk, everyone knew this in advance, so we planned for and prepared for emergencies. The results were few tense moments, but no gut wrenching fear. However, in routine flying, some situations became downright scary because of lack of preparation and proper planning since vigilance

tended to be relaxed. Most of the scary instances were caused by ego, stupidity or simply bad judgment in getting into the scary situation in the first place.

The key is knowing and acknowledging in advance that there is risk. Think about your own flying and the scary times you created for yourself. Probably the scariest times were when something happened that you had not anticipated, or were woefully wrong in your assessment of that risk. Why did they happen? Probably ignorance and/or wrong assessment of the risks were significant factors.

There are a plethora of intellectual devices and acronyms to help us make smart decisions, yet many of us choose either to not use them or to ignore the results if we do.

It is doubtful that any of us take off with the intent to get into trouble just to see if we can get out of it. We all know that an accident rarely is the result of one bad decision, but rather results from a series of small errors in judgment.

So how do we fix this? I don't have any magic answers, but I believe this from experience and observation: No matter what, if the pilot does not accept and use the answers, nothing will change. Currently, we analyze each flight with the idea that we wish to conclude the flight safely, and we tend to ask questions in the vein of how can we do this. That is a good thing to do. Should our flight planning also include telling ourselves that there is risk of death in this flight? If not, why not? Maybe an additional question we should ask ourselves is "How do I avoid dying on this flight?"

The advent of modern aircraft design, avionics and data communication capability has lent another dimension to this age-old issue. While adding additional navigation and situational awareness capability to general aviation, it has also added need for additional training and another level of decision making. We now have weather depiction in the

cockpit, a moving map display and facility data at the pilot's fingertips to say nothing of a capable autopilot coupled to all our navigational aids. Along with this capability we need to train more extensively to recognize the information presented to us and to act upon it with decisiveness. Along with this there is increased demand for correct risk analysis and aeronautical decision-making.

Recently, a Cirrus SR-20 accident in the Midwest received considerable publicity, including the recorded conversations between the pilot and the control tower. While not second-guessing or judging his actions, the pilot apparently did not use either of two key resources available to him – the built-in parachute or the autopilot. Even though it was an early model SR-20, all Cirrus SR-20 and SR-22 aircraft are equipped with both since the onset. The autopilot, coupled to the GNS-430 GPS would have flown an ILS approach if set up and activated. Even so, the parachute would probably have saved him if deployed. Why these things did not happen, we will probably never know.

The following is not a plug for the Cirrus Aircraft Parachute System (CAPS), but rather recognition that as things change, we should also change our perspective.

According to Rick Beach of the Cirrus Owners & Pilots Association (COPA), there has been no fatality when the CAPS has been deployed within the operational limitations in the Pilots Operating Handbook. In the three cases in which there were fatalities, the chute had been deployed outside the recommended operational conditions: either too low or when going too fast – way too fast! In short, when deployed as recommended, there has been a 100 percent survival rate. Yet, in all too many cases, people could have deployed the chute, but for whatever reason, did not. I have heard everything from "I don't think it works," to "The chute just gives you a false sense of confidence." If the pilots of those aircraft had recognized

the true situation with respect to CAPS and simply said in advance, "I WILL activate the chute if..." they might still be alive.

In a parallel and more traditional situation, the fatality rate in twins would be improved significantly if pilots treated engine failures on takeoff as though they were flying a single-engine airplane and simply landed under control, straight ahead as in a single, rather than attempt to continue to take off. Is it possible that these pilots place too much emphasis on saving the airplane and not enough on preventing death?

As a final note, the U.S. Air Force Auxiliary, the Civil Air Patrol (CAP), has implemented a preflight risk analysis system, which enables any review level to cancel a flight if they are not satisfied with the risk analysis. The U.S. Air Force and Navy have such a system as well. The result has been a dramatic reduction in operational accidents. While we do not have a review level to approve our flights, maybe we should have split personalities and review our own risk analysis. Perhaps our attitude should be that the risk defines the probability of success in flying the mission. Then we review it with the idea of how might I die on this flight, and how do I avoid that.

In summary, we may be well advised to accept that we can die flying and we need to plan to prevent that from occurring. It is necessary to plan how we can complete our flight, but we also need to plan what to do if things go dramatically and drastically wrong, and then be prepared to act accordingly. In doing so, we can use the risk management decision-making tools available to all of us. They are important tools, but that is all they are. A tool is only as good as the person using it and her/his willingness to do so.

EDITOR'S NOTE: Harold Green is a Certified Instrument Flight Instructor at Morey Airplane Company, Middleton, Wisconsin. □

Stoutness Makes The Difference In Hangar Doors According To Private Airport Owner/Engineer



Bob Dalley with his new hangar door and 1973 Citabria 7ECA.

by Dick Hagen

I researched over a year what I wanted to do. I met Dave Schweiss at the Florida 'Fun in the Sun' air show and both Dave and Mike at the big Oshkosh, Wisconsin show. After meeting the guys and looking more closely at their product, the choice was obvious. It simply was the best fit, the best design, the best door and in terms of value, the best deal. (And) everyone at Schweiss is first class, from the technical folks, to the shipping crew, to Julie, Dave and Mike in marketing. It's a family affair that really does a professional job all the way around."

Talking is Bob Dalley, an aviator

from Waldron, Indiana, who works as an engineer with the Rolls Royce Corporation at their Indianapolis facility. A Purdue University electrical engineering graduate, 49-year-old Dalley has an eye for engineering excellence and quality. That's why a 40' x 13' Schweiss hydraulic door now hangs on his 50' x 70' Heritage hangar on his country airfield about 30 miles south of Indianapolis.

"The 'stoutness' of the door was significant to my engineering eye," said Dalley. He noted the steel used in the Schweiss doors, the quality of the welding, and the overall structural strength.

The empty weight of Dalley's Schweiss door was about 1900 lbs.

That bumped up to about 2600 lbs. with sheeting and insulation. His insulated hangar is sort of an "all purpose" building with a lounge area, wash bay, plus floor space for vehicles and other stuff. The primary occupant, however, is Dalley's 1973 Citabria 7ECA, powered by a 115 hp engine.

"I push the button and see this huge door quietly open," said Dalley. He acknowledged other options such as sliders and bifolds.

Dalley installed the door himself, using a forklift and help from his dad who used to be in construction before retiring. Schweiss worked with the building architect ahead of time to make certain all the structural components were in place, including the correct steel for the load.

"Since we purchased the Schweiss door last November (2010), two of my flying buddies also now have Schweiss hydraulic doors," said Dalley.

Dalley's airstrip is on the sectional charts so his field is cleared with the FAA. You sense the pride he has it. He rolls it every year. When he created it, he used a grader to make it perfectly flat. It's well drained with adequate field tile. It can rain one day and the strip is totally functional the next day (www.Schweissdoors.com). □

Garmin Releases GTN 750 Pilot Training App For iPad2

GARMIN International, known for its top-tier navigation devices, has just released a new Garmin GTN 750 pilot training app for the iPad 2. The app replicates the GTN 750 system interface to provide pilots with a safe, on-the-ground simulation to learn the basics of the GPS system. With a touch and drag interface, users can explore most of the functions of the GTN 750, including map panning, entering waypoints into the flight plan, loading airways, graphically editing flight plans, radio tuning, and much more. The app provides

high resolution North and Central America terrain maps, worldwide NavData, simulated traffic targets, and simulated XM weather data to allow pilots to experience and learn the features offered by the GTN 750.

The iPad's touchscreen interface lends itself well to realistically simulating the full GTN experience. The GTN Trainer app is available for download for the iPad 2 from the App Store for \$24.99. □

★ ★ ANNOUNCING 2012 DATES! ★ ★

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for accuracy of information published.

* INDICATES ANY NEW OR UPDATED CALENDAR
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FEBRUARY 2012

- 9* **ST. PAUL, MINN.** - Minnesota Aviation Day At The Capitol. Anyone actively involved in aviation in Minnesota, and who believes in the importance of their local airport, is encouraged to participate. 9am breakfast kickoff & box lunch at Noon in the Capitol. Hosted by MATA, MCOA & MBAA. Registration deadline January 24. To attend or for additional information, contact Gordon Hoff, Executive Director, MBAA at gordon.hoff@comcast.net or call 651-398-4649.
- 11* **PARK RAPIDS, MINN.** - Ski Plane Chili Fly-In at Zorbaz Restaurant on Little Sand Lake 11am-2pm. 7nm NW of Park Rapids. Fuel at Park Rapids Aviation. 218-237-1969. www.zorbaz.com
- 12 **MONDOVI (WS69), Wis.** - Log Cabin Airport Annual Ski Fly-In starting at 10am with Chili, Hot Dogs & Refreshments at Noon. logcabinairport@tcc.coop
- 17-18* **DES MOINES, IOWA** - Midwest Aircraft Maintenance Symposium & Trade Show at the Airport Holiday Inn. 319-295-5221. www.iapama.com
- 18* **CANTON (1D2), MINN.** - Frostbite Chili Fly-In at the Mettetal Airport 11am-3pm. 248-890-6767.
- 18* **COTTON, MINN.** - Long Lake Fly-In & Spaghetti Feed 11am-5pm. 218-290-8868.
- 18* **TUSTIN, Wis.** - Ski Plane Fly-In. Hot Sandwiches & Beverages 10am-2pm. If you plan on attending please notify flyin@trickair.com so they can make enough food. NW corner of Lake Poygan. Bad weather date 19th.
- 18* **MARSHFIELD (MFI), Wis.** - Ski Plane Fly-In & Chili Feed. Wheels planes also

welcome. 715-207-0744.

- 25 **STEVENS POINT, Wis.** - Mechanics Refresher and Inspection Authorization (IA) Training Seminar at the Holiday Inn Hotel & Convention Center. www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm.
- 25* **ROYALTON (38WI), Wis.** - Ski Plane Chili Fly-In 10am-2pm. Wheeled aircraft welcomed. Call ahead 920-225-9881.
- 25* **SPOONER, Wis.** - Pair O Lakes Lodge Ski Plane Fly-In on Lincoln Lake 10pm-3pm. Wheel planes contact N5284G@yahoo.com for details/ice conditions.
- 26 **WARROAD (KRRT), MINN.** - Ski Plane Fly-In & Breakfast. Ski Planes land on the Warroad River, wheel planes at the Warroad Airport (KRRT). Shuttle service available. 100LL available on river 8 a.m. - 12 noon. 218-386-1818 or 218-386-2098.

MARCH 2012

- 4-6 **BISMARCK, N.D.** - Upper Midwest Aviation Symposium. Aviation topics for mechanics, pilots and airport managers at the Ramkota Inn. 701-355-1800.
- 17* **OSHKOSH (OSH), Wis.** - Annual Wisconsin Light Sport Safety Seminar starting at 9am at the EAA AirVenture Museum. Cost Free. www.AV8SAFE.org.
- 17* **BLAINE (KANE), MINN.** - Twin Cities Aviation - Spring Open House 9am-4pm. FAA Seminar at 10am (WINGS credit). 763-780-4375.
- 18-19 **BROOKLYN CENTER, MINN.** - Minnesota Aviation Trades Association (MATA) Conference at the Earle Brown Heritage Center - 6155 Earle Brown Drive. Email or call Sara Wiplinger at swiplinger@wipairie.com; 1-866-277-1146.
- 19-20 **BROOKLYN CENTER, MINNESOTA** - Minnesota Aviation Maintenance Technician Conference at the Earle Brown Heritage Center - 6155 Earle Brown Drive. Contact person is Janese Thatcher at 651-234-7183 or janese.thatcher@state.mn.us.
- 24* **COUNCIL BLUFFS, IOWA** - Chili Fly-In Lunch 11am-1pm. 402-981-4633.
- 27-4/1 **LAKELAND, FLA.** - Sun 'n Fun Fly-In & Expo. www.sun-n-fun.org
- APRIL 2012**
- 11-13* **ROCHESTER, MINN.** - Minnesota Airports Conference at the Mayo Civic Center. Contact Judy Meyers at 800-657-3922 or judy.meyers@state.mn.us. Website: www.dot.state.mn.us/aero
- 21* **SAINT CLOUD (STC), MINN.** - STC Airport Day from 9am-2pm. BBQ Chick Sandwiches & Chicken Tenders for the kids. Youth Activities. Aircraft Displays & Exhibitors. mije0804@stcloudstate.edu
- 25-26 **WEST DES MOINES, IOWA** - Iowa Aviation Conference at the Sheraton West

Des Moines Hotel. For more info www.iowaairports.org/conference/index.htm

- 28* **BLOOMINGTON, MINN.** - Minnesota Aviation Hall of Fame at the Ramada Mall of America Hotel. Inductees are Orville Brede, Joseph Kimm, Bryan Moon, Kenneth Neustel, Raymond Rought & Duane Wething. mnaviationhalloffame.org.

MAY 2012

- 4-6 **BRAINERD, MINN.** - 2012 Minnesota Seaplane Pilots Safety Seminar & Fly-In. www.mnseaplanes.org
- 5* **POPLAR GROVE (C77), ILL.** - Dog n Brats Lunch at Vintage Wings & Wheels Museum 11:30pm-1pm.
- 7-9 **WISCONSIN DELLS, Wis.** - 57th Annual Wisconsin Aviation Conference at the Chula Vista Resort. www.wiama.org
- 13* **SIoux CITY (SUX), IOWA** - Fly-In & Car Show at the Sioux Gateway Airport 8am-4:30pm. Pancake Breakfast. 712-490-0324.
- 19* **BELOIT (44C), Wis.** - Pancake Breakfast 7-11am & Auto Show. 815-985-0717.
- 19-20* **Blaine (ANE), Minn.** - EAA Pancake Breakfast 7am-Noon. Airplane Display & Children Activities 7am-4:30pm both days at the Anoka County Airport www.blaineaviationdays.org
- 22-23 **ST. CHARLES, ILL.** - Illinois Aviation Conference at Pheasant Run Resort. Opening hangar party will be hosted by the DuPage Airport Authority. The airport is adjacent to the resort. 217-528-5230.
- 26-27* **JANESVILLE (JVL), Wis.** - Southern Wisconsin AirFEST. 608-754-5405.
- 31-6/3* **JUNCTION CITY (3JC), KAN.** - National Biplane Fly-In at Freeman Field. www.nationalbiplaneflyin.com

JUNE 2012

- 2* **COUNCIL BLUFFS (CBF), IOWA** - Breakfast 8-11am. 402-981-4633.
- 2-3 **BLAINE (ANE), MINN.** - Discover Aviation Days at Anoka County-Blaine Airport. Pancake Breakfast & Lunch. Hangar Dance on Saturday. www.DiscoverAviationDays.org or call 763-568-6072.
- 2-3* **MANITOWOC (MTW), Wis.** - "Thunder on the Lakeshore" air show. 920-482-1650.
- 3* **WILD ROSE (W23), Wis.** - Breakfast & Pig Roast 7:30am-2:30pm.
- 3* **AUDUBON, IOWA** - Breakfast 6:30-10:30am. 712-563-3780.
- 9 **Eau CLAIRE, Wis.** - 3rd Annual Youth Aviation Adventure (YAA) - 9am-2pm. At the Chippewa Valley Regional Airport. Visit web site by entering YAA Eau Claire in the Google search box.
- 16* **PEKIN (C-16), ILL.** - Wings & Wheels Fly-In / Cruise-In. Pancake Breakfast 8-11am. Porkchops/Brats 11am-4pm. 309-348-3692.
- 16* **CHARLTON (CNC), IOWA** - Breakfast

- 7am-Noon. 641-774-4059.
- 17* **STANTON (SYN), MINN.** - Breakfast 7am-Noon. 507-645-4030.
- 22-24* **INDIANAPOLIS (MQJ), IND.** - Airshow USAF Thunderbirds. 317-487-5004.
- 27-7/1* **BATTLE CREEK (BTL), MICH.** - Air Show & Balloon Festival. 269-962-0592.
- JULY 2012**
- 3* **DUBUQUE (DBQ), IOWA** - Dubuque Air Show & Fireworks. 563-690-0815.
- 3-4* **ST LOUIS, MO.** - Fair St Louis Airshow. 314-275-1002.
- 5* **ALLIANCE (2D1), OHIO** - Breakfast 7am. www.barberaircraft.com
- 6-7 **PHILLIPS (PBH), WIS.** - Event Cancelled For 2012.
- 7* **POPLAR GROVE (C77), ILL.** - Lunch 11:30am-1pm at Vintage Wings & Wheels Museum.
- 7-8* **TRAVERSE CITY (TVC), MICH.** - National Cherry Festival Airshow.
- 7-8* **DAYTON (DAY), OHIO** - Vectren Dayton Air Show. 937-898-5901 x 133.
- 21-22* **SIoux FALLS (FSD), S.D.** - U.S. Navy Blue Angels. 605-331-1111.
- 23-29 **OSHKOSH (OSH), WIS.** - EAA AirVenture 2012. www.airventure.org
- AUGUST 2012**
- 4* **POPLAR GROVE (C77), ILL.** - Dog n Brats Lunch 11:30am-1pm at the Vintage

- Wings & Wheels Museum.
- 4* **SIoux CITY (SUX), IOWA** - Air & Ag Expo. sean.masin@ang.af.mil. 712-233-0208.
- 4* **YPSILANTI (YIP), MICH.** - Thunder Over Michigan. 734-637-8880.
- 11* **RICE LAKE (RPD), WIS.** - Pancake Breakfast & Lunch 7am-1pm. Parachute Jumpers 11am. 715-651-6878.
- 12* **LINO LAKES (8Y4), MINN.** - MSPA Pig Roast at Surfside Seaplane Base.
- 15-19 **MIMINISKA, ONTARIO CANADA** - Canadian Fishing Fly-Out at Miminiska Lodge. 196 nm north of Thunder Bay, Ontario. Contact Joe Pichey 866-984-1705. joe@wildernessnorth.com
- 16* **EAU CLAIRE (EAU), WIS.** - American Barnstormer Tour. 715-839-6241.
- 17-18* **ALPENA (APN), MICH.** - Wings Over Alpena.
- 18-19* **CHICAGO, ILL.** - City of Chicago Air & Water Show. 312-744-9537.
- 25* **MATTOON (MTO), ILL.** - Airshow 12. 217-234-7120.
- 25* **GLENCOE (KGYL), MINN.** - Sweet Corn & Bratwurst Feed Fly-In 10am-2pm. 320-238-2376 or cell 320-583-8367.
- SEPTEMBER 2012**
- 1* **POPLAR GROVE (C77), ILL.** - Dog n Brats Lunch 11:30am-1pm at Vintage Wings & Museum.

- 1-2* **FORT WAYNE (FWA), IND.** - Airshow & Open House. 260-478-3484.
- 1-2* **DAVENPORT (DVN), IOWA** - Quad City Air Show. 563-285-7469. www.quadcityairshow.com
- 9* **KIRKSVILLE (IRK), MO.** - Air Festival. 660-216-7296.
- 15* **ATLANTIC (AIO), IOWA** - FLY IOWA 2012. www.flyiowa.org.
- 15-16* **SCOTT AFB (BLV), ILL.** - Scott AFB Air Show 2012. USAF Thunderbirds. 618-256-3242.
- 21-22* **BURLINGTON (BRL), IOWA** - Southeast Iowa Airshow. 319-754-1414 opt 2 www.seiowaairshow.com
- 22-23 **DULUTH (DLH), MINN.** - Duluth Air & Aviation Expo. Canadian Snowbirds. 218-628-9996.
- OCTOBER 2012**
- 6 **POPLAR GROVE (C77), ILL.** - Dog n Brats Lunch 11:30am-1pm at Vintage Wings & Wheels.
- 11-13 **PALM SPRINGS, CALIF.** - AOPA Aviation Summit at the Palm Springs Convention Center. www.aopa.org

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Chicago Executive Airport Marks 25 Years of Municipal Ownership

PROSPECT HEIGHTS/WHEELING, ILL. – The City of Prospect Heights, the Village of Wheeling and members of the Chicago Executive Airport Board of Directors celebrated the 25th Anniversary of the airport's municipal ownership, December 3, at an event at Wheeling's Westin Hotel. Prior to 1988, the Priester family owned the airport. Long-time airport manager, Dennis Rouleau, who has been a part of the airport's leadership for 22 of the past 25 years, welcomed guests. In attendance was Wheeling's Village President, Judy Abruscato; Mayor of Prospect Heights, Nick Helmer, a pilot himself who learned to fly at the airport; and Charlie Priester, son of George Priester, aviation pioneer and visionary, who was the keynote speaker. □

Iowa Airports & National Politics

THE NATION's eyes focused on Iowa for the historically close 2012 Iowa Caucuses held January 3. Iowa has hosted the nation's first electoral event for every presidential election since 1972. As media coverage has grown and candidates scramble throughout the state campaigning for voter approval, airports in Iowa have

played an increasingly important role throughout the years in supporting the fast and secure movement of presidents, presidential candidates, media, and campaign supporters. Whenever the spotlight is on a political candidate, and the political candidate is at an airport, airport managers and operators should take the opportunity to showcase their facilities. □

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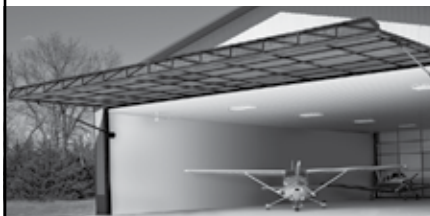
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AIRCRAFT HANGAR FOR LEASE: Rushford Municipal Airport, Rushford, Minnesota, is currently accepting applications for the lease of hangar sites in a newly constructed t-hangar building. Rental fee is \$125.00 per month, plus electricity for a 1,050 square foot hangar. Units have bi-fold doors with clear opening of 41'6" and clear height of 12'. For a lease application and/or information on the lease requirements, contact the Rushford City Hall at 507-864-2444 or email citykaz@acegroup.cc

AIRCRAFT HANGAR SITE LEASES. The City of Glencoe, MN is currently accepting "Options to Lease a Hangar Site" at Glencoe Municipal Airport (GYL), Vernon Perschau Field. Standard option for a non-commercial site is 60' x 60'. Proposed sites should be available by August 30, 2012. For more information regarding the Options, contact Glencoe City Administrator Mark Larson at 320-864-5586.

HANGAR FOR RENT, Minneapolis-Crystal Airport. 48 ft wide, 40 ft deep, 14 ft bifold door. Excellent building. Insulated. Gas heat available. Good lights, electricity included. Lease or month to month: \$350. Call 612-968-3150 or Email Skip28879@gmail.com.

1974 C-172, IFR \$22,900; 1982 C-414A, \$265,000, Gran-Aire Inc., Milwaukee. 414-461-3222.

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1978 Piper Aztec F – Ice, Bendix RDR-150 radar, HSI, Altimatec X autopilot, 9100 TT, 115/1210 SMOH, December 2010 annual, Tanis heaters. **\$79,500/WILL TRADE!**



1978 Piper Aztec F – 5290 TT, 510 SMOH, dual Garmin 430s, RDR-160 radar, good boots, King KCS-55A HSI, Altimatec IIIC coupled A/P, King KT-62A DME, 6-place intercom, collision avoidance system, Tanis heater. Nice plane! **\$119,500**

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SAVING LIVES FROM PAGE 47

While volunteering for these organizations, Joe Furman worked full time as an internal auditor, financial manager, and controller, which took him around the world and across the United States. He then taught as a assistant professor in the Minnesota state college system, and then and presently in private practice, as a Certified Public Accountant.

Furman and his wife, Elizabeth, have 13 children, eight of which are serving or who have served in the U.S. Armed Forces. Three served in Iraq/Afghanistan at the same time. All have flown with Furman. His son, Michael, was with the Air Force A-10 squadron out of New Orleans, and his son, Joseph, was with the U.S. Marine Corps aviation program. Furman's son, Andrew, was with the Minnesota National Guard 147th Air Assault Battalion, and his daughter, Christine, was a technician onboard a C-130 gunship. Furman's son, Marc, was with the U.S. Rangers, and his son, Brian, was a military policeman (MP) at Ft. Bliss. His son, Edmond, was with the 82nd Airborne out of Fort Bragg.

While on standby at the airport in Waukegan, Illinois, Furman and his colleague, Bob Beyer, received a call that a fishing boat was overdue off the western shore of Lake Michigan, and that a shoreline search was



(L/R) Joe Furman of the U.S. Coast Guard Auxiliary with a flight check team commander at U.S. Coast Guard Station-Sacramento, Calif.

Photo by U.S. Coast Guard

started by the U.S. Coast Guard facilities. The 35 kts wind was out of the southwest and seas were at 8 to 10 feet with whitecaps. Byer had been a tank commander under General Patton in the "Battle of The Bulge," and a crewman with Furman on most of his flights. At that time, they plotted their SAR pattern based upon Furman's SAR school training, and previous SAR experience. This took them out 45 nautical miles to the center of Lake Michigan where Furman spotted the boat.

The vessel had drifted and taken on water. Two people were bailing water and two were on the bridge waving their shirts. Furman radioed his position, gave a description of the situation, and they radioed back and said, "we're looking for BIG MAMA."

Making a tight pass at the ship's stern, Furman said: "I have a BIG MAMA taking on water. The boat is half underwater, there's four persons on board, and I need an immediate rescue boat with pumps at this fix."

The water was 45 degrees Fahrenheit and survival may be at most 35 minutes in the water. Furman managed to guide the rescue boat from shore, and when the captain got there, he said, "You wouldn't find four happier people in the world here. There were two doctors and their

teenage sons who started out fishing that morning. We found them at 7 pm that evening. Four lives saved and a 48 ft fishing trawler named BIG MAMA was saved

Ed Limp and Furman were on standby at the Waukegan base one Sunday at noon, when they received a call that four catamarans with three people aboard each, were overdue and not heard from on a race from Michigan City to the Chicago/Milwaukee area.

Furman and his crew started in good weather, but then out over the lake, the weather turned ugly.

"I dropped to 300 feet off the deck and based upon my estimate of the conditions, and the capabilities of the vessels, I plotted a probable course," said Furman. "We found one vessel with one person hanging over the side, with no PFDs, and two aboard trying to keep the vessel upright. We radioed their position and figured the other three may be nearby based on the wind direction and seas."

Sure enough, Furman found the other three catamarans, each with three people on board in the same circumstances. Furman radioed his position, rescues were completed, and he headed back to the airport to a welcoming committee. Twelve (12) lives and four catamarans saved. All in a day's work.

EDITOR'S NOTE: Joe Furman holds a Commercial Pilot Certificate, Instrument Instructor, Ground, Advanced Instrument Instructor, Multi-Engine Land, and Single-Engine Land and Sea.

Furman was rated with the U.S. Coast Guard Auxiliary as an aircraft commander, pilot examiner, facilities inspector, district flight safety officer, instructor, emergency medical technician, and flotilla commander. He received an honorary captain rating in the DC-9 simulator a few years ago from Northwest Airlines. Currently, Furman is flying everything he can get his hands on that he is qualified to fly. Furman continues to fly the Piper PA-23 Apache that he has owned for 37 years. Furman also owns a Piper Colt PA-22. He resides in Cold Spring, Minnesota. □





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