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ON THE COVER: A Wipaire "Boss Beaver" with Wipline 6100 floats. The aircraft is a DHC-2 MK1 turbine conversion. The 2012 Minnesota Seaplane Pilots Safety Seminar & Fly-In will be held May 4-6 at Madden's Resort in Brainerd, Minnesota (www.mnseaplanes.org).



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An Aviation Day At Your State Capitol!

by Dave Weiman

We predict that what occurred on February 9th, 2012, at the State Capitol in St. Paul, Minnesota, in holding an "Aviation Day At The Capitol," will be repeated in capitols throughout the country as pilots, aviation business men and women, and airport officials realize that they must unite if general aviation is to survive and flourish.

Members of the entire Minnesota aviation community came together in St. Paul to meet with their elected officials to get them up to speed on their respective aviation issues, and to explain in general terms, how important general aviation and their local airports are to their local communities.

Anyone actively involved in aviation in Minnesota, and who believes in the importance of his or her local airport, was encouraged to participate.

From what I gathered from the meetings I attended, it appeared that every participant had a personal agenda...they wanted to preserve their piece of the pie, so to speak, and that's okay. People have to be motivated to take time out of their busy schedules to participate in such events, and self-interests are a huge motivating factor. We believe that in the end, what benefits one person in aviation will benefit all of us.

Representatives of the Minnesota Business Aviation Association (MBAA) orchestrated the event with the support of the Minnesota Council of Airports (MCOA) and Minnesota Aviation Trades Association (MATA). MBAA Executive Director Gordon Hoff coordinated the event. Also attending was Bryan Budds, Great Lakes Regional Manager with the Aircraft Owners & Pilots Association (AOPA).

The day began with a breakfast for all participants. Approximately 80 people showed up.



Dave Weiman



(L/R) Minnesota State Representative Sondra Erickson from District 16A left a committee meeting to meet with Sharon Sandberg of Princeton, Minnesota, for "Minnesota Aviation Day At The Capitol." Al Lange, President of the Minnesota Aviation Trades Association (center), was also present.

Each participant was given a packet of information, which included suggested talking points. Most participants had appointments with their state representatives to ensure that they would be available.

Pilots told their elected officials about the need for airport improvements and how this would affect their jobs and local businesses. Many airport managers, like Bill Towle of St. Cloud Regional Airport, expressed concern about having lost airline service. Students and faculty from St. Cloud State University told their elected officials why closing their aviation program will

be detrimental to the school, community, state and country, especially with anticipated pilot shortages.

Sharon Sandberg of Princeton, Minnesota, met with state Representative Sondra Erickson from District 16A about getting an access road to the airport improved, and tried to dispel the myth that airports are just for the wealthy.

The elected officials we met seemed sincerely interested in their constituents' concerns, and wanted to learn more about the issues. If nothing else was accomplished, Aviation Day At The Capitol provided an opportunity for constituents and their elected officials to get better acquainted for future dialogue.

Pilot and State Representative Mike Beard from Shakopee, Minnesota (District 35A), met with the group to commend them for taking the time to meet with their elected officials.

For additional information on Minnesota Aviation Day At The Capitol, or how to organize a similar event in your state, contact Gordon Hoff at gordon.hoff@comcast.net or call 651-398-4649.

This issue of *Midwest Flyer Magazine* is dedicated to four state aviation conferences being held in April and May, to seaplane flying, and summer travel destinations. □




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DiMatteo Named VP of EAA AirVenture Features & Attractions

National Aviation Trades Group Honors Industry Excellence!

OSHKOSH, WIS. – Jim DiMatteo, a decorated U.S. Naval Aviator who has served in several aviation leadership positions, has joined EAA as Vice President of AirVenture Features and Attractions.



Jim DiMatteo

DiMatteo recently retired from the U.S. Navy as a Captain, a career, which included leading the 2011 Centennial of Naval Aviation Foundation programs nationwide. In more than 20 years as a Naval Aviator, DiMatteo flew more than 5,000 hours in five different fighter aircraft, including 72 combat missions in support of Operation Desert Storm.

DiMatteo also served as Commanding Officer for TOPGUN

Adversary Squadrons in Florida and Nevada (VFC-111 and VFC-13), where his squadrons earned the unprecedented “Triple Crown of Naval Aviation” – top honors for operations, safety and maintenance. Following that achievement, DiMatteo was promoted to a position reporting directly to the Commander of Naval Air Forces, overseeing all TOPGUN Adversary programs.

From 2006-10, DiMatteo served as International Race Director for the Red Bull Air Race World Series, a worldwide series of aviation events that captured public imagination and high visibility as a unique aerial competition featuring the world’s top aerobatic pilots. In 2011, DiMatteo was invited to join Air Race Inc., an international company that is developing the next generation of single aircraft timed air racing (www.eaa.org)

ALEXANDRIA, VA. – The National Air Transportation Association (NATA) annually recognizes individuals, offices, and organizations demonstrating excellence in their field and



Ronald Donner

for customer service. This year’s recipients were honored during the NATA Industry Excellence Awards Dinner on March 28, 2012 at the Hyatt Regency in Washington, D.C.

Ronald Donner of Northfield, Minn., editor of Aircraft Maintenance Technology (AMT) magazine, received the Aviation Journalism Award for editorial support of the FBO/Air Charter industry. Prior to joining AMT, Donner was a maintenance technician with Northwest Airlines from 1983-2010. □

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(L/R) NATA President Jim Coyne with incoming NATA Chairman James Sweeney

Fargo Jet Center President Named Chairman of NATA

ALEXANDRIA, VA. – James Sweeney, President of Fargo Jet Center in Fargo, N.D., is the incoming chairman of the National Air Transportation Association (NATA), replacing Todd Duncan of Duncan Aviation in Lincoln, Neb. NATA represents the interests of general aviation businesses, nationwide.

Jim Sweeney is a graduate of the University of North Dakota with a BBA in Marketing. He cofounded Fargo Jet Center Inc. in 1995. Fargo Jet Center is a full-service aviation service company. □



(L/R) Thomas Lind of the FAA with Avery Nofsinger of Wisconsin Aviation.

Nofsinger Receives Charles Taylor Master Mechanic Award

WATERTOWN, WIS. – Avery Nofsinger, a former employee of Wisconsin Aviation, Watertown, Wisconsin (1998-2009), has received the prestigious Charles Taylor “Master Mechanic” award. This award, presented by the Federal Aviation Administration (FAA), recognizes individuals who have spent 50 years in an aviation maintenance profession. Thomas Lind of the Milwaukee Flight Standards District Office presented Nofsinger with the award on March 20.

Charles Taylor was the Wright brothers’ mechanic and is credited with designing and building the engine for their first successful aircraft.

Wisconsin Aviation is the largest full-service fixed base operator in Wisconsin. □

Former Minnesota Aeronautics Director Ray Rought Retires From MNDOT

ST. PAUL, MINN.

– Raymond J. Rought, who led the Minnesota Office of Aeronautics for more than two decades, retired from the Minnesota Department of Transportation on January 6, 2012.



Raymond Rought

Rought began his career in state government in Michigan in 1970 with the Bureau of Aeronautics. He was appointed the aeronautics director of the State of Minnesota in 1986, a position he held until he was appointed the assistant to the director of the Modal Programs Division of MNDOT in 2007. His last appointment was as the assistant to the director of the Employee & Corporate Services Division.

Rought graduated from Michigan Technology University with a degree in Civil Engineering in 1970, and served in Vietnam in the Army Medical Command from 1971-72. He received his Private Pilot Certificate in 1976.

Rought was active in the National Association of State Aviation Officials (NASAO), and served on its board

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of directors and as chairman. Rought was instrumental in establishing the NASAO Center For Research & Education. He received NASAO's "Ken Rowe Ambassador of Aviation Award" in 2007 in recognition of his contributions to the betterment of aviation nationally through research, education and legislation. Rought was inducted into the Michigan Tech Department of Civil and Environmental Engineering Hall of Fame, and on April 28, 2012, he will be inducted into the "Minnesota Aviation Hall of Fame" in Bloomington, Minn. □

Agnew Joins Mead & Hunt As IROPS Leader

MADISON, WIS. – Rose Agnew has joined Mead & Hunt Inc. as a national practice leader in "aviation operations planning." She brings more than 25 years of experience in the aviation industry where she has focused on new business growth initiatives. Agnew will provide technical

leadership to expand Mead & Hunt's aviation services through her "irregular operations" (IROPS) contingency planning and stakeholder innovation services. For the past five years, Agnew delivered effective IROPS planning services to airports including Dallas-Fort Worth International Airport, Hartsfield-Jackson Atlanta International Airport, Minneapolis-St. Paul International Airport, and Sacramento International Airport.

IROPS are events that disrupt flight schedules and negatively impact the normal flow of passengers through the air transportation system. On February 14, 2012, President Obama signed the FAA Modernization and Reform Act of 2012 requiring airports to address IROPS issues by filing emergency contingency plans with the



Rose Agnew

U.S. Department of Transportation. Airports must submit their plans by May 14, 2012 or face penalties up to \$27,500 per day. "With approximately 100 airports needing to get a plan in place quickly, Mead & Hunt has the resources to fully address their needs," said Andy Platz, President of Mead & Hunt. For additional information refer to www.meadhunt.com/IROPS. □


Timmerman Named CEO of Jet Air Group

GREEN BAY, WIS. – Jet Air Group, located at Austin-Straubel International Airport in Green Bay, Wisconsin, has announced the appointment of Al Timmerman as Chief Executive Officer. Timmerman was Chief Operating Officer and will



Al Timmerman


CONTINUED ON PAGE 62



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Purchasing An Aircraft Hangar: Buyer Beware!

by Gregory J. Reigel
Attorney At Law

It always surprises me when a potential buyer of an aircraft hangar is unsure whether he or she should use a purchase agreement when buying the hangar. Most of these individuals have purchased homes and no doubt used a purchase agreement in such transactions. Yet, many of these same individuals would spend a comparable amount of money to purchase an aircraft hangar without the protection of a written purchase agreement.



Greg Reigel

A purchase agreement should be used in hangar purchase transactions. First, the law in most states requires that a contract for an amount greater than \$500.00 be in writing in order for it to be enforceable. This is called the statute of frauds. Although exceptions to this legal doctrine exist, complying with the law is usually safer than hoping you will be able to take advantage of an exception.

Further, using a purchase agreement can also help avoid confusion and misunderstandings. If the agreement clearly explains how the transaction will happen, when it will happen and what is included in the deal, the greater the likelihood that the buyer and seller will each know the other party's expectations and the likelihood of surprises or misunderstandings is greatly reduced.

What Terms Should Be Included?

The number and complexity of the terms that should be included in an aircraft hangar purchase agreement will oftentimes be dictated by the size, location and value of the aircraft hangar being purchased. Although

by no means inclusive, the following terms provide a good place to start.

Identify the Parties. The agreement should identify who is selling the hangar and who is buying the hangar. Although this sounds simple to do, it isn't always clear who each party is. It is very common for an aircraft hangar to be registered in the name of a corporation or limited liability company. In that case, the individual with whom the buyer is negotiating is not the owner of the aircraft hangar and should not be listed as the seller. The actual owner of the aircraft hangar should be identified as the seller.

The buyer on the other hand, can be an individual or a corporation or limited liability company. If an individual is the buyer, that person will be listed, and upon execution and filing of the bill of sale, will be the record owner of the aircraft hangar.

If a corporation or limited liability company will be purchasing the aircraft, the purchase agreement should identify that entity as the buyer. Alternatively, an individual can sign an agreement as the buyer and, as long as the agreement allows the buyer to assign his or her rights under the agreement, that individual could still assign the agreement to a corporation or limited liability company prior to closing. The corporation or limited liability company then becomes the buyer and can close on the transaction without the individual even entering the chain of title. From a liability perspective, this can be important.

Identify the Hangar. The purchase agreement should identify the aircraft hangar with as much detail as possible. At a minimum, it should include the size and location of the hangar. This is typically done using the lot number of the property on which the hangar is located. Ideally, a list of any additional items of personal property being sold with the hangar

should be included in the agreement. Also, if the seller intends to retain certain items, those items should be specifically identified and excluded from the transaction. Taking the time to detail exactly what is and isn't being sold will hopefully prevent misunderstandings when the hangar is delivered at closing.

Purchase Price. The agreement should specify how much is being paid for the aircraft hangar. If the buyer will be giving the seller a deposit or earnest money, that fact should be included. Also, what happens to the deposit when it is given to the seller? Will the money be placed in escrow or simply held by the seller? If an escrow agent is not involved, the buyer will need to obtain some assurance that his or her deposit will not simply disappear into the seller's pocket making the buyer's recovery from the seller difficult or impossible if the transaction does not close. The agreement should also state under what conditions the seller must refund the deposit to the buyer.

The buyer's method of payment should also be stated. Is it a cash transaction or will financing be involved? If financing is involved, the buyer may want to include language that makes the transaction contingent upon the buyer obtaining financing on terms acceptable to the buyer. That way, if the buyer isn't able to obtain satisfactory financing, the buyer will not be forced to complete the purchase on financially unacceptable terms.

Closing Documents. Typically, aircraft hangars are considered personal property, as opposed to real property or real estate. That is, the aircraft hangar is a tangible asset that is located on real property, which is usually leased from the owner or operator of the airport, but the hangar is not considered part of the real property. The aircraft hangar can be moved from one piece of real property to another; although physically

On your mark, get set, go!

It's that time again—flying season is officially here and pilots around the country can't wait to take off. If you haven't done much flying during the colder months, I urge you to do yourself a favor and spend a few hours making sure both you and your aircraft are ready for the adventures ahead.



Although flying season is just now “officially” under way, I've been to some amazing events already this year. I've already enjoyed the Light Sport Aircraft show in Sebring, Florida. Then I marveled at the very large and well attended Helicopter Association International show in Dallas. And in late February I enjoyed a return visit to the popular Northwest Aviation Conference. I even had a chance to attend a large dinner of the Washington State Seaplane pilots association.

All this happened before Sun 'n Fun! And, of course, we always look to the annual event in Lakeland to see thousands of our members in the Southeast who come to enjoy the Florida sun.

Everywhere I've traveled during the first quarter of this year, I've heard praise for AOPA's formidable federal and state advocacy work. At the same time, whenever I spend more than a few minutes with a group of my fellow pilots, the conversation is sure to turn to where we have flown and where we might fly in the future. It is a constant reminder how important it is to share the experience of flying with others.

I hope you are sharing your flying experiences, and not just with your fellow aviators. We need new pilots, and we know we can attract them. But we must also do a better job of keeping them once they start flying. The good news is that with new programs at AOPA and around the industry, we can make strides in doing just that.

We want to recognize what works, so we've made it very easy to nominate any flight training organization or instructor for an AOPA Excellence in Flight Training Award. You just fill out a nomination survey that walks you through the most important areas of successful training based on our research. It's all at www.AOPA.org/FTinitiative.

We also provide something new called www.myFT.org. This gives every individual interested in learning to fly one place to go where they can share and receive information tailored specifically to their own experience. Student pilots can even earn rewards for achieving milestones on the way to a pilot certificate.

You can play an important role in growing the pilot population, too. All you have to do is share your own success. Invite interested colleagues to fly with you. Be honest about the rewards and challenges of learning to fly. But above all, be a role model and just keep flying.

Craig L. Fuller
AOPA President and CEO



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

relocating an aircraft hangar once constructed on a piece of real property is extremely rare.

When a buyer purchases an aircraft hangar, the buyer receives a bill of sale as evidence of the transfer/sale of the aircraft hangar from the seller to the buyer. Unlike an aircraft bill of sale, the bill of sale for an aircraft hangar does not need to be filed with the FAA and, in fact, the FAA would not accept the bill of sale for filing if it was sent to them. The FAA does not maintain a registry or any other record of ownership of aircraft hangars as it does with aircraft.

In most states, the aircraft hangar bill of sale will need to be recorded with the county in which the hangar is located. States require this filing in order to keep track of the owner for the purposes of imposing personal property taxes on the owner of the aircraft hangar. Similar to real estate taxes, once a year the county in which the aircraft hangar is located, will estimate the fair market value of the aircraft hangar and then assess a personal property tax on that value.

Pre-Closing Inspection. In many transactions, the buyer will want to have an inspection performed on the aircraft hangar before the closing. The purchase agreement can specify who will perform the inspection and what qualifications that individual must possess. Also, the buyer should make the agreement contingent upon the buyer's satisfaction with results of the inspection. The buyer is usually responsible for the expenses associated with a pre-closing inspection.

Due-Diligence. The buyer will want to perform due diligence to confirm the status of the title of the aircraft hangar. Since an aircraft hangar is considered personal property, it typically does not have a title as an aircraft or real estate would. However, certain things can affect the

seller's ability to convey clear title to the buyer (e.g. judgments, mortgages, liens, etc.). As a result, the buyer will want to perform searches with the appropriate courts and state/county offices to confirm the seller actually owns the aircraft hangar and to verify the absence of any encumbrances that could prevent the seller from conveying clear title to the buyer.

Warranties. It is possible to include a variety of warranties in the purchase agreement representing certain conditions of the aircraft hangar (e.g. warranties of airworthiness, merchantability, fitness for a particular purpose, etc.). From a buyer's perspective, the warranty of title is probably most important. This warranty ensures that the buyer receives title to the hangar free and clear of any liens or mortgages. Although the buyer will still want to confirm this by performing thorough due-diligence before closing, having the warranty of title included in the purchase agreement will help to minimize the risk of any unrecorded liens or interests in the aircraft hangar.

What Remedy Does An Aircraft Hangar Purchase Agreement Give The Buyer?

First, an aircraft hangar purchase agreement is not a 100% guarantee that a buyer will not have to sue the seller if he or she does not perform as required by the agreement. In this litigious world, such a guarantee is impossible. Further, the purchase agreement alone does not make anyone do anything. If a seller does not want to comply with his or her obligations, the purchase agreement will not change that. However, the purchase agreement will give the buyer the ability to go to court and have a judge make the seller comply with his or her obligations.

Alternatively, the court may award money damages for losses incurred by

the buyer. An example of this is when a seller refuses to return a deposit even though the buyer has complied with all of the terms of the purchase agreement and has a right to have the money returned. In this situation, a court could enter a judgment against the seller in the amount of the unreturned security deposit.

Conclusion

An aircraft hangar purchase agreement is a valuable tool to ensure that a buyer purchasing an aircraft hangar receives what he or she is expecting. It prevents confusion and misunderstanding and provides security that the buyer will have recourse if the seller fails to perform as required. With minimal time and expense incurred up-front, buyers can protect their interests and maximize the likelihood of an uneventful closing and purchase.

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

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GPS Is The Future of Navigation

by Michael Kaufman



Michael Kaufman

After concentrating my column for the last four issues on autopilots, my efforts will now turn to *Global Positioning System*, better known as "GPS."

When asked what the invention of the decade was, many people say, the cell phone. For me the answer would be, "GPS." I remember

trying to navigate around the streets of a strange city using a map and being lost most of the time. Though I can brag that the cases of being lost in airplanes were quite rare, it did happen to me a few times in my early days of flying in the 1960s.

I remember seeing my first GPS at EAA AirVenture Oshkosh in 1991. A new start-up company that no one had heard of called "Garmin" displayed a GPS unit. The reason I remembered the year was that in 1992, I purchased my first GPS for my Bonanza and then used it for delivering a Super Cub to Alaska. In February of that year, I was part of a group of 7 airplanes flying from Florida to the Dominican Republic and my Loran quit working due to P static

created by numerous thunderstorms in the area. One of the Bonanzas in that group had a GPS and everyone followed him in loose formation; after all, this was the famous Bermuda Triangle. I still have that first GPS, a Garmin 100, and it still works, although it sits on the shelf in my office.

One more comment before changing the column format to what GPS means today.

When I got my first GPS, all of the satellites were not yet in orbit, so we needed to use a computer program to establish if we would have any coverage in a specific area at a given time or if it would be two-dimensional coverage.



The "Garmin 100," Garmin's first aviation GPS.

Many of us have been following the proceedings in our capitol about a company called "Light Squared" that had been petitioning the government for the right to build a ground-based cell phone network on the frequency band adjacent to the GPS band. I have been following the proceedings quite

closely being a radio geek and amateur radio operator, as well as a concerned pilot. After several rounds of hearings before Congress, things are looking a lot better for pilots and GPS users. On Feb 16, the FCC revoked the waiver of Light Squared that would have allowed them to build a ground-based wireless broadband network adjacent to the spectrum used by GPS. This is a sigh of relief to GPS users, especially pilots who have as much as \$10,000 or more

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invested in a single GPS unit in their aircraft and may have found that unit plagued with interference from this proposed network.

On the technical side of GPS, we need to mention how GPS works.

There are 24 satellites plus several spares that are in low-polar orbits. These satellites transmit their position and a time reference that is picked up by the GPS receivers that do fancy math and theory. By using multiple satellites, you can determine

your position. The system is quite accurate, but some errors occurred, so this is why we have added WAAS (Wide Area Augmentation System) to our aircraft GPS receiver. An earlier version of pre-WAAS was called differential GPS, which used ground-based radio transmissions to correct these errors. They were situated mostly along the coastline of the U.S. for marine navigation, and they never became too popular in the aviation community. Today, there are WAAS receivers and sensors located in conjunction with other ground-based navigation systems at airports, which measure the position accuracy of the GPS satellites at a given time. These corrections are then sent first by landline and then via an uplink to several satellites that are in a geostationary orbit over the equator. These corrections are then beamed back to the GPS receiver on a different frequency, and the corrections are made in the GPS receiver. The correction sensors are strategically located at many airports throughout the country, and each of them covers a specific area as the corrections needed in California may be different than the ones for Wisconsin on any given date or time.

There are so many models of GPS units operating in the aircraft we fly, from handheld units to permanently mounted units with moving map functions and enormous databases. They are interfaced to sophisticated autopilots and flight management systems. There are new GPS units that

have just hit the market from Garmin and Avidyne, and some new units from several companies will be introduced later this year. I will try to mention all of the popular GPS units and give some of their details and features; however, this will take several issues of *Midwest Flyer Magazine* to finish, so please bear with me.

There are so many things to consider when purchasing a new GPS, and I may appear as the devil's advocate on some and partial to others. These are my thoughts and you may disagree, which of course you are all entitled to do. I will concentrate on the world's most popular GPS in this issue. If you haven't guessed which GPS this is, the answer would be the Garmin 430/530 units.

When the Garmin 430/530 series first appeared in advertisements in aviation publications, I was impressed and inquired at my local avionics shop as to what the price would be. I was told about 10K, installed, plus options. My response was "No one will spend that kind of money on a GPS." I was sure wrong on that one. When I did a survey several years ago, I found that there were over 100,000 Garmin 430/530 units sold worldwide.

To compare the differences between the 430 and 530, there are more differences than just the screen size of the moving map. The 530 has displayed on NAV screen # 1, a compass arc that can be used should the heading indicator fail. There is a direction indicator on the 430 as well, but it is not as intuitive as the one on the 530 for emergency backup use. The 530 has a DME function that is tied into the frequency selected on the VOR nav. I call this a DME function, because it is not a true DME and will work even if the ground facility has the DME transmitter out of service. It also does not display slant range to the ground facility as a true DME would. Instead the GPS function will register 0 miles when flying 6076 feet (1 nautical mile) over the VOR. Another plus feature of the 530 is that it will also listen to the NAV frequency and read

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the Morse code identifier and visually display it to the pilot.

I am very insistent as an instructor that every pilot identifies a ground-based NAVAID before using it. If a NAVAID cannot be properly identified, it could be unreliable for navigation, out of service, or we as pilots could have misread a frequency like I did once when there were two closely spaced airports, both having ILS approaches. I am fluent in Morse code, but many pilots are not, so this feature is a very useful tool found on the Garmin 530.

In most Garmin 530 aircraft installations, I find a second GPS/VOR/COM, which is usually a Garmin 430. The two units complement each other very well, and most avionics shops will configure the two units, so they can communicate with each other electronically.

By putting a flight plan into the 530, there is an option that can be set by the pilot to automatically "cross fill" the flight plan to the 430. This way there is a backup of the flight plan should the 530 fail. The avionics shop can also provide a cross fill cable to do the same to a portable unit like the Garmin 396 or 496, so the pilot can have a backup on his portable should there be an electrical system failure and both the 530 and 430 fail.

The 396 or 496 can operate for several hours on their internal batteries, which was extremely helpful the time I lost the alternator in my Bonanza in IMC. Another plus in having this cross fill feature is the capability to see your proposed route and the weather depicted on the same screen.

There is no way to cross fill from the portable GPS units back to the 530 or 430, which is unfortunate. There is also no way to put an alternate flight plan into the portable GPS when it is connected via cable to the panel mounted units, so instruct the radio shop to put a simple switch in the line to break the connection between the two units.

One more hint for pilots flying the interconnected Garmin 530/430 combination, or a combination of two Garmin 430s, is to allow "auto cross fill" from radio one to radio two, but only manual cross fill from radio two to radio one. This will allow you to fly radio one while modifying or putting a different flight plan into radio two. Should you need to divert to another airport or fly to an alternate, you are ready with a couple of button pushes. Just use the manual cross fill option on radio two and the data will be identical in both units.

Because there are so many aircraft out there flying with Garmin 530/430s, I will concentrate on more tips on these units in the next issue of *Midwest Flyer Magazine*.

A "superior" pilot is one who uses his/her superior knowledge to avoid situations, which may require his/her superior skills (Author Unknown).

Blue skies on your next flight!

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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A Surfeit of Data

by Harold Green

These days we suffer from a surfeit of data. There seems to be two sources. Pilots themselves and the advent of more advanced electronics. The even more advanced electronics of the glass cockpit is a subject for a later discussion. This article discusses only about how pilots inundate themselves with data, both paper and electronic. For our purposes, data only becomes information when the pilot is able to access, understand and apply it. The issue is the correct identification and translation of data to produce information.

We have come a long way since pilots navigated with crude road



Harold Green

maps and Elrey Jeppeson made crude sketches to aid his airmail flights. We now have very accurate sectionals, enroute charts, airport facility directories, approach charts, etc. With the aid of the Internet, we can print out a great surfeit of data. In fact, a private pilot student planning his/her first cross-country typically shows up with 12 to 18 pages of weather data printed out, NOTAMS, and computer completed flight plans, all on 8.5 X 11-inch paper. In fact, the blizzard of paper never seems to end.

Then, as pilots have done for generations, we purchase a plethora of gadgets to aid us. Up to the point that we use this data, it remains just that – data. After we are able to use it to make decisions, the data becomes information. The dangers of this are that students confuse themselves with all the data. Furthermore, there is so much of it that there is danger of not finding what is needed or selecting the wrong set of data. In the process, typically not enough attention is paid to cockpit organization and orderliness. The result is that they have less information than without the blizzard of paper and electronic input.

One thing many VFR pilots forget is that most of the frequencies and airport information they are going to need is found on the sectional chart. Why bother to copy it again? That vastly reduces the paper load. The best cure for this problem is to organize paper data sources so that all the necessary data, and only the necessary data, is available. This means that flight plans should be concise and on something smaller than 8.5 X 11-inch paper. The typical multi-page printed output of an online service contains information that is not needed during flight. Only that required for the actual flight should be kept readily at hand. If the data is important, then make sure it is readily available in a concise compact form.

Kneeboards should not be a thing of many sections, but rather a simple unit that can be strapped to the leg quickly. A pocket in the plane to hold charts

is good. Leave the Swiss Army knife approach to flight bags somewhere that can be accessed during flight, but not with you at your seat. Charts should be folded to enable easy access to the route of flight. It is also good practice to attach a pencil to the kneeboard with a piece of string or otherwise prevent the pencil from falling onto the floor. Picking up a pencil from the floor of the airplane generally requires one to divert attention from the primary task of flying the airplane.

Next, make sure all necessary data, but only the necessary data, is readily at hand on the clipboard or otherwise readily available. All the nice to have, but not critical data should be placed where it can be accessed if needed. Just remember, reaching into the wrong portion of the back seat of a general aviation plane can be as challenging as an Olympic gymnastic event, to say nothing of endangering the flight.

Nav aids have progressed to the point that we are doing away with non-directional beacons (NDBs) and long ago dispensed with adcock ranges and beacon lit airways. We now have VORs, DMEs and GPS. Compounding the problems caused by the surfeit of data is the appearance of advanced electronic toys such as the handheld GPS and iPads with all sorts of apps to aid the pilot.

All of these provide great comfort to the inexperienced. Make no mistake about it – they can be of great use when used efficiently and in their proper perspective. However, when the user is not totally familiar in how to use them, they can be a distraction and can cause the pilot to forget to fly the airplane. This is particularly true when the pilot makes a mistake in entry. This results in diverted attention to try to figure out what went wrong and then to figure the best way to correct the error. In the meantime due to the pilots' lack of attention and probably undetected control input while reaching for something, the airplane has decided to investigate something down below. When this happens while flying VFR, the best approach is to revert to the old

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I cannot thank AFIT enough for all of the time, expertise and professional guidance these last nine days. Your program, the follow-up, and the actual training were well designed and individually tailored to get me to my ultimate goal of *earning my instrument rating and license in less than ten days.*
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data sources until leisurely figuring out what went wrong. Of course in all cases, the best solution is to thoroughly know the equipment so that mistakes are rare and, assuming mistakes will not be totally eliminated, train yourself in "error recovery."

The classic Nav/Com is very easy to set up. Turn the knob until the desired frequency shows up in the window. Even the backup frequency is easy to set up and flip back and forth. The general objective when navigating electronically is to keep the needle in the center of the OBS. That is pretty much it, even on an instrument approach.

The problem is that the pilot needs to be able to picture his/her position from then on. The GPS does away with that envisioning stuff by showing a magenta (pink) line and the aircraft's position. That is very nice, however, the novice pilot tends to focus on that rather than on the navaid needle. The importance of this is that the student does not learn to use the VOR, which will be with us for sometime to come. IFR students also want to follow the GPS, rather than the course deviation indicator, even when executing a VOR or ILS approach. This can be illegal, unsafe and the cause of a "busted" check-ride.

GPS units are not so easy to set up, which results in errors. If in Instrument Meteorological Conditions (IMC) and a GPS approach is loaded incorrectly, or sequences in an unanticipated manner, the pilot should immediately decide whether or not to declare the issue to Air Traffic Control (ATC) and perhaps request vectors until the situation is

corrected. Again, the best solution is to know the equipment so that errors are eliminated. That is all very well to say. But doing it is sometimes more difficult.

Now exacerbate the situation with an iPad with GPS capability. The pilot, whether VFR or IFR, tends to compare the sources of data. Which one is correct? Another chance for division of attention. How do you know? Inevitably, the student will trust the GPS because of the pink line. NOTE: Usually the GPS will be more correct with respect to the depicted ground track, but that may not be the important issue if an error in set up was made. The problem here is that attention is diverted from flying the airplane. In addition, many pilots have multiple GPS units on board.

The idea of redundancy is a valid one. However, a couple of points should be considered.

First, for a given task, the more pieces of equipment you have, the more likely you are to suffer a failure. Second, the more different the pieces of equipment are from each other, the more likely you are to make an error, which will result in an effective failure. In addition, the more pieces of equipment, the less attention will be paid to the primary task of flying the airplane.

In summary, whether you are flying VFR or IFR, carefully minimize your data and hence maximize your information. Eliminate the superfluous. This minimizes decision time, minimizes the possibility of error, and maximizes your chance of a successful and uneventful flight.

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



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Earning The Instrument Rating In A Perfect World!

by Karen Workman

The advantages of having an "instrument rating" cannot be disputed. The rating adds a huge margin of safety to your flying, and increases the utility of both your pilot certificate and aircraft. A pilot certificate gives you wings, while an instrument rating gets you from point A to B safely, with confidence, and allows you to go through the clouds that keep others on the ground.

In a perfect world, your instrument rating would be earned like this: You would walk into your FBO to announce that you have successfully passed your written test and are ready to begin the practical part of your instrument training. Twelve (12) certified instrument flight instructors (CFIIs) would be lined up, each of them with thousands of hours of experience. You would be matched



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up with one that best suits your style. That instructor would dedicate an entire week to only you and at the end of that week, you would be qualified to fly through the clouds with the FAA's blessing.

Typically, it doesn't work like that. You walk into an FBO and it is hit or miss. Chances are, the instructor is a young person recently graduated from a fine collegiate aviation program, on his or her way to flying for the airlines, who

will try and fit you into a schedule to fly every Wednesday evening for the next six months. Of course, there are no guarantees that you would actually be able to fly all of those Wednesdays, but that's alright, you can extend the training to eternity until you are ready for your checkride. And if your instructor reaches his/her minimum required hours for a job with a commuter airline, you will be passed on to the next instructor.

Not all flight schools at FBOs operate that way, but there are enough that the best have developed accelerated programs. One company is actually called "Accelerated Flight & Instrument Training" or AFIT.

Instrument Rating In 10 Days

AFIT is a company that was started in California 20 years ago that offers a 10-day instrument training course with highly experienced instructors based at your airport for one fixed fee, guaranteed. I repeat: 10 days, your airport, highly experienced instructor, fixed cost, guaranteed!

Tony Montalte, president of AFIT, points out that few people have the time to drag out training for months on end, nor is it the most effective training method.

"Instrument flight is complex and rust can quickly grow on newly-acquired skills," says Montalte. "If the last lesson was two weeks ago, much more review is needed than if the last lesson was only a week ago. As one AFIT instructor said, "With us, clients don't regress, they pro-gress." The training is always moving forward and building on what was just learned.

Your Airport

There are other flight schools offering accelerated courses, but training is done at their location, in their aircraft. AFIT does have that option with training sites around the country, but most students appreciate that with AFIT, an instructor comes to you and can train in your



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Since many of AFIT's students are working professionals, the eight to 10-hour training day can start at whatever time of the day the client chooses.

One client of AFIT needed a checkout in a Piper Saratoga he had just purchased in Virginia, and needed an instrument rating. So the instructor met the client in Virginia to pick up the plane, and they flew the new Saratoga back to the client's home in California, accomplishing the checkout and the training enroute. It was a satisfying, memorable experience for both student and instructor.

Experienced Instructors

Exceptional instructors are key to the success of AFIT students. Each of the 40-plus instructors has a minimum of 10,000 hours in their logbooks and decades of flying and teaching experience. Interestingly, none of these instructors are retired airline pilots. They gained their experience hour by hour in general aviation airplanes.

All AFIT instructors are over age 55. They are stable and mature. They are in the business of flight training because that is their passion. They are not building hours for a better job. And AFIT instructors are scattered all over the country, and have rich, diverse backgrounds. One instructor, when not instructing, flies a Cessna Turbo 210 at 26,000 feet, conducting atmospheric research for the National Oceanic & Atmospheric Administration.

Cost

Instrument training is the core business of Accelerated Flight & Instrument Training, but the company's flight instructors also



(L/R) An AFIT instructor congratulates a student on the successful completion of his instrument checkride.

work with students for their private pilot certificate, commercial pilot certificate, and multi-engine rating. Recurrent, transition and glass cockpit training is available as well.

The instrument course has a flat fee of \$595 per day and is completed in 10 concurrent days. It begins with four or five days of cross-country flying to establish the primary concepts of instrument flight, to complete the required cross-country flight requirement, and to allow the instructor and student to become acquainted. The rest of the time is spent on approaches and prepping for the oral and flight exams. If training is completed in less than 10 days, the client pays only for the days he/she used.

Success!

The men and women at Accelerated Flight & Instrument Training are dedicated to their client's success. Their goal is to leave the student confident and competent to fly in instrument conditions. They will fly in actual instrument conditions whenever it is possible during their training.

While the course is guaranteed, it does not mean an instrument rating is assured, but AFIT's pass rate is 98%. AFIT's website is chock full of testimonials from business owners, surgeons, attorneys, executives, and professional sports players, all who have taken the time to say "Thank you!"

For additional information about Accelerated Flight & Instrument Training, check out their website at www.afil-info.com, call 866-270-8224, or email afil@cox.net.

EDITOR'S NOTE: Karen Workman is an instrument rated private pilot living in Minnesota with her husband, Eric, who is a CFII. The Workmans own a 1968 Piper Cherokee 180D, and also belong to a flying club where they can fly a Cessna 182RG, Cessna 172, Piper Archer, and a Beech Skipper. □



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REGIONAL REPORTS

Strengthening The Aviation Community

by Bryan Budds, Manager
AOPA Great Lakes Region

We all know some of the realities facing general aviation today. Unfortunately, we hear with relative frequency discussions of looming user fees, the declining pilot population, the increasing cost of general aviation, and many other challenges. While AOPA remains



Bryan Budds

engaged on each of these issues and many more, there is one critical component that makes ensuring a healthy GA industry that much easier – a strong regional aviation community.

Right now, just over 87,000 pilots are actively flying in the eight states that now encompass the “Great Lakes Region.” There are piston, turbine, light sport, balloon and so many other pilots, all of whom make up an important part of our community. But, as I’ve seen during my travels, there are many others with an interest in supporting the future of general aviation. From the likely suspects of airport managers and fixed base operators, to the more unexpected groups including teachers, community groups, and local decision-makers, the drive to learn more about general aviation is strong.

To help get some of these aviation dreamers to finally take that important step toward learning more about GA, you will see me at many of the traditional aviation events in the region. However, you may also see me

holding local airport events aimed at getting the local community to come out to their airport and see just what general aviation is all about.

Also, building on the exemplary efforts of Bill Blake, who now takes over the role of “AOPA Representative,” the association, through the regional manager program, has renewed its efforts on the state legislative and airport advocacy front and is actively working issues across the region. Issues we are currently engaged with include an aircraft and pilot registration fee hike in Illinois, a proposal to more adequately fund the Michigan Aeronautics Office while not raising any aviation fees, and proposals in multiple states to extend liability protection for private owners of public landing facilities.

In the issues to come, I look forward to sharing more about myself, my role with AOPA, and our efforts to continue building the Great Lakes aviation community. In the meantime, please do not hesitate to contact me at bryan.budds@aopa.org. □

News & Information You'll Want To Know In Kansas, Missouri, Nebraska & Iowa

by Yasmina Platt, Manager
AOPA Central Southwest Region

As you may have already read in previous editions of *Midwest Flyer Magazine* and AOPA Pilot magazine, AOPA has started a new regional manager program to increase its ability to address the issues facing general aviation at the state and local levels. The program is divided into seven (7) regions, all aligned with the FAA regions. I want to introduce myself to you as the new regional manager for AOPA's Central Southwest Region covering New Mexico, Texas, Louisiana, Oklahoma, Arkansas, Kansas, Missouri, Nebraska, and



Yasmina Platt

Iowa. Among other things, I am responsible for all legislative issues within my region as well as making AOPA more visible, promoting membership, and serving as a local point of contact for members. I look forward to my new role and I am extremely thankful for the opportunity to serve you.

While my region covers several states, I will focus on Iowa, Nebraska, Missouri and Kansas in this magazine. So far, during my first two months with AOPA, I have attended several aviation events (including the Nebraska Aviation Symposium in January), tracked several bills, and begun meeting with a variety of leaders in the aviation community to brainstorm ideas and search for solutions. Some of the active legislative items include Nebraska's LB352 and four bills in Missouri. AOPA very much supports LB352,

which extends the approach zones from the current three (3) miles to 10 miles from the end of every IFR runway in the state to increase safety and promote good land use planning. Two of the bills in Missouri will extend the expiration date of the Aviation Trust Fund from 2013 to 2023. Youth aviation education and the promotion of general aviation have been my main focuses as it is clear to all of us that the pilot population and aviation workforce in general is decreasing and the image of general aviation is inaccurate and negative among some citizens and groups. I appreciate the opportunity to share the news about AOPA's activities in the Central Southwest Region with you and look forward to meeting you as I travel around the region, and communicate with you through *Midwest Flyer Magazine* (yasmina.platt@aopa.org). □

At Work Outside D.C.

by Craig L. Fuller
President & CEO

Aircraft Owners & Pilots Association



Craig Fuller

Everyone I meet all across the country seems to know that AOPA is hard at work representing general aviation before federal agencies,

members of Congress, and other decision makers in Washington, D.C. But I'm often surprised to learn how little people know about our work on the state and local levels.

One area where we are particularly active is the issue of taxes and fees. Unless it's a topic you follow closely, you'd probably be surprised to learn just how many and varied are the attempts to tax general aviation. Some states want to impose sales and use

taxes on recently purchased aircraft that visit their airports, even if they are based elsewhere. Others want to tax parts and labor for aircraft repairs and maintenance, while still others hope to raise revenues with huge hikes in registration fees or blanket "luxury" taxes on small planes.

Whenever these issues arise—and they constantly do—AOPA is there, fighting to protect general aviation. We know that when taxes get too high, people stop flying. We also know that, more often than not, the revenues states and cities hope to generate with new or higher taxes will be canceled out by the loss of other forms of income. For instance, when one state wants to raise taxes on parts and labor for aircraft repairs, pilots simply take their planes elsewhere to have work done. That means less work for mechanics, FBOs, and airports in that state. It means fewer dollars spent on fuel, and ultimately fewer jobs. It's a bad bargain all the way around.

Fortunately, our regional managers

and state advocacy teams have plenty of data to make the case for GA. And, just as fortunately, state officials usually listen. We had a big win in March when a bill to expand a sales tax exemption for aircraft repairs and equipment cleared the Florida legislature. Under the new measure, aircraft with a maximum takeoff weight of only 2,000 pounds will be eligible for tax exemptions previously available only to aircraft weighing more than 15,000 pounds.

And we've seen important wins in other states, including Maine, Massachusetts, Idaho, Washington, South Dakota, Indiana, and Pennsylvania. At the same time, this is an issue that never truly goes away and we're continuing to work on tax and fee concerns in Alaska, Maryland, Illinois, and elsewhere. So while it's absolutely true that AOPA is your advocate in Washington, D.C., it's equally true that, no matter where you live, we are hard at work much closer to home. □

Illinois Bill Would Raise Aviation Fees

SPRINGFIELD, ILL. – A proposed hike in aviation registration fees would only "further depress" a tax-burdened aviation economy in Illinois, AOPA said, urging officials to reject the plan.

Illinois House Bill 4444 would double registration fees paid by aircraft owners and pilots. The bill was introduced January 27, 2012, and referred to the House Rules Committee, backed by the Illinois Division of Aeronautics.

AOPA is urging lawmakers to vote down the bill that could make Illinois' already aviation-unfriendly business environment even more challenging, especially by raising costs without directly reinvesting tax proceeds in its aviation system.

AOPA Director of State Government Affairs Mark Kimberling detailed the impact of Illinois' tax

policies on general aviation. He noted that in addition to imposing some of the highest sales and use taxes on aircraft purchases—up to 10.25 percent, depending on the community—Illinois is "the sixth most expensive state in the country

for aviation fuel taxes, with both a 6 percent sales tax and \$0.003 per gallon excise tax.

AOPA is continuing to urge defeat of the fee-increase bill in discussions with the aeronautics division, and with legislators (www.aopa.org). □



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Wisconsin Dells To Welcome 2012 Wisconsin Aviation Conference Attendees

WISCONSIN DELLS, WIS. – The Wisconsin Aviation Conference will be held May 7 - 9, 2012, at the Chula Vista Resort in Wisconsin Dells, Wisconsin.

A welcome cruise will be held on the Wisconsin River on Monday, May 7, 2012, with special announcements by the presidents of the Wisconsin Airport Management Association (WAMA), Wisconsin Aviation Trades Association (WATA), and Wisconsin Business Aviation Association (WBAA). The three organizations sponsor the conference in cooperation with consultants and suppliers.

Conference topics will include Next Gen, Safety Management Systems, Direct Entry NOTAMs, Multi-Media Community Marketing, Retaining Pilots and Aircraft Owners At Airports, Airport Cooperative Research, Hangar Safety, Ground Handling Risk Management, Developing Instrument Approaches, Economic Impact Statements, and Crisis Management.

There will be a special session devoted to the status of the FAA direct NOTAM project (digital NOTAMs). When activated for an airport, direct entry NOTAMs will allow airport operators to issue NOTAMs through a

web interface which will standardize and validate NOTAM information without the need for third-party handling, resulting in a faster, more efficient process.

Another session will be on engaging one's community through multi-media outlets. This session will include an overview of using multi-media in developing marketing strategies for your airport/business. It will incorporate who's using social media, why, and most importantly, how it can be applied.

Another session will suggest ways to retain pilots and aircraft owners at an airport. The session will describe the difficulties of retaining pilots, aircraft owners and airport users at any airport in today's economic climate, including financial aspects, risks, and concerns for airport owners, fixed base operators and aviators.

Attendees will find out what the Airport Cooperative Research Program is, how airports can get involved, and what it has to offer airports to better manage, develop and guide an airport – today and into the future.

There will be a session to review some significant accidents related to ground handling operations and

their financial impact on airports and operators.

Attendees can learn how to request, develop, and provide support for Instrument Approach Procedures (IAP) development, and how new instrument approach procedures can improve accessibility to one's airport.

Have you ever wondered what your airport's economic value is to your community?

Wisconsin Bureau of Aeronautics staff will describe how they can assist airports in determining their economic value.

For the past 15 years, former Madison reporter and now Madison Police public relations manager, Joe DesPlaines, has been heavily involved in providing crisis readiness, and response and recovery consultation, working with a number of commercial airlines, private sector companies, professional sports organizations, as well as federal regulatory agencies.

DesPlaines has responded to eight commercial airline disasters, as well as criminal acts, severe weather events and workplace accidents. He will share the lessons he has learned based on those experiences.

For additional conference information, go to www.wiama.org. □

57th Annual Wisconsin Aviation Conference May 7-9, 2012 - Chula Vista Resort - Wisconsin Dells, Wis.



Speakers: Steve Myers, Former Head of Lockheed Aircraft Skunk Works; Bryan Burns, Air Charter Safety Foundation President; Russ Lawton, NATA Director of Safety and Security; FAA Regional Administrator Barry Cooper; Wisconsin DOT Secretary Mark Gottlieb; Wisconsin Aeronautics Director David Greene; and Minneapolis Airports District Office Manager Steve Obenauer.

Topics: NextGen, Safety Management Systems, Direct Entry NOTAMs, Multi-Media Community Marketing, Retaining Pilots and Aircraft Owners At Airports, Airport Cooperative Research, Hangar Safety, Ground Handling Risk Management, Developing Instrument Approaches, Economic Impact Statements, Crisis Management.

Special Events: Welcome Cruise On The Wisconsin River, Awards Luncheon, Banquet, Golf & Clay Shooting Tournaments.

\$75.00 Registration Fee Includes All Meals & Receptions

"Complimentary Registration for Airport Commissioner/Board Member with Paid Staff Registration"

For registration information, please visit the Wisconsin Airport Management Ass'n at www.wiama.org or contact Pete Drahn, 715-358-2802 / daredem@frontier.com. Chula Vista Resort: 855-388-4782

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Outagamie County Regional Airport Retires Bonds... Terminal Is Now Debt Free!



Outagamie County Regional Airport bond burning ceremonies: (L/R) Brian Massey, finance director; Thomas Nelson, current county executive; Marty Lenss, airport director; and Toby Paltzer, past county executive.

APPLETON, WIS. – Outagamie County Regional Airport (ATW) recently made a strategic move to retire debt on its terminal that underwent an expansion in 2001. At that time, bonds totaling \$4 million were issued with a 15-year term. The airport chose to pay them off utilizing airport reserves in November 2011, which was 5 years early. This decision will save the airport \$234,000 in interest.

“Paying off this debt early assists us in keeping our rates and charges for our terminal tenants, including airlines, competitive,” said Marty Lenss, airport director. “The airport is committed to providing convenient, modern, and affordable facilities to both its airline partners and customers.”

“We commend Outagamie County Regional Airport for their commitment to keeping costs low and using resources as efficiently as possible. Paying off the terminal early is just one example of this,” said Eric Fletcher, manager of airports for Allegiant Air. “ATW has been a great partner for Allegiant and we look forward to continued focus on low-cost and low-fares for Appleton residents.”

The expansion in 2001 was necessary to provide improved customer amenities and support future airport growth. Customer enhancements within this new 30,000 square foot gate area included spacious seating areas with natural lighting, ambient in-floor heating, a new passenger paging system, and for the first time at ATW, five (5) aircraft boarding bridges.

Project funds totaled \$10.7 million and were as follows:

- Federal and state airport improvement grants: \$5.9 million.
- Bonds: \$4 million.
- Interest Income: \$48,000.
- Airport reserve funds: \$705,000.

Allegiant Air, Delta Air Lines, and United Express serve the growing Fox Cities market. Outagamie County Regional Airport is an Enterprise Fund Department of Outagamie County, Wisconsin, and is supported wholly by airport user charges. No general tax fund revenues are used for the administration, promotion, operation, or maintenance of the airport in the system (www.atwairport.com). □

NATA Launches State Advocacy Network

ALEXANDRIA, VA. – The National Air Transportation Association (NATA) has launched a new State Advocacy Network (SAN) consisting of association members in every state who will serve as volunteer liaisons between member businesses, state legislatures, and the association.

“General aviation businesses are confronted with issues that require prompt attention, including airport and land use, security, taxation, aircraft noise and emissions,” stated NATA President and CEO James K. Coyne. “Identifying pertinent legislation and regulations ahead of their implementation in every state throughout this country is one of the greatest challenges we face as an industry.”

For more information on the State Advocacy Network and how you can get involved, please visit www.nata.aero/SAN. □

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Lone Rock – Where A VOR & Airport Restaurant Live On!

LONE ROCK, WIS. – Pilots once depended on the Lone Rock VOR for navigation, and the Lone Rock Flight Service Station for weather advisories and for filing flight plans. But with the Flight Service Station long gone, and VORs becoming obsolete, one would wonder how the very much rural Tri-County Regional Airport (LNR) could possibly survive, but it has, thanks in large part to one major corporation in the area, and an airport restaurant with a country atmosphere pilots will fly hundreds of miles for.

When you land and walk into the small, two-room restaurant called the “Piccadilly Lilly,” you never know who might be sitting at the table next to you, but at Tri-County Regional Airport, no one quite cares. It is not unusual to see a Citation from Chicago parked on the ramp, but chances are if you see a gold and white Cessna 150, you got up early enough to have breakfast with Ray Kressin from Waunakee, Wisconsin. Ray, a retired engineer, seldom misses flying the 30 miles to LNR on a daily basis.

The restaurant is a gathering place for area farmers, who are mostly retired, but almost everyone is

wearing their Sunday best blue jeans, so it is hard to tell who is a pilot and who is not. The important thing to remember is that everyone who is at the restaurant is fascinated with flight, and enjoys watching the planes land and taxi around. The Piccadilly Lilly is owned and managed by Kathryn “Kat” Spenulson.



Tri-County Regional Airport

Marc Higgs, who lives in nearby Arena, is airport manager and thoroughly loves the low-key atmosphere, at least until the snow flies and the grass needs cutting. Higgs could easily be managing an airport in a metropolitan area and have dozens of employees working for him, but he prefers working at Tri-County

Regional. “There’s no personnel problems when you are it,” says Higgs.

Marc Higgs was inspired to take flying lessons in 1986 by a couple of friends who would often take him flying. EAA AirVenture didn’t help to fight the bug, either, as Higgs and his friends would make the annual pilgrimage to Oshkosh. But his real interest was in “aircraft mechanics,” and in 1987 Higgs enrolled at Colorado Aero Tech to get his Airframe & Powerplant Certificate. He returned to Tri-County Regional Airport to work at Lone Rock Aviation. Three years later, Higgs added his Inspection Authorization and in 1996, started his own aircraft maintenance business, and became airport manager. He closed his maintenance shop in 2004, but has remained the airport

manager.

Higgs’ office is in a wood framed terminal building that stays warm in the winter during the day with a wood-burning stove. At night, the furnace kicks in. A weather computer and restroom with showers makes it a good place to rest, plan a flight, or to learn from local flight instructor and *Midwest Flyer Magazine* columnist, Michael “Mick” Kaufman, who lives nearby in Richland Center.

Tri-County Regional Airport was first established as the Lone Rock Airport in 1923. In 1927, Lone Rock was designated as an emergency airmail landing field because it was located at the intersection of the two airways, which crossed Wisconsin, and at the halfway point between Chicago and Minneapolis. The airport was upgraded with a flashing white beacon, runway lighting, a weather station and radio.

During the Second World War, Lone Rock was used for flight



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Piccadilly Lilly Restaurant



Marc Higgs

training, and was a destination for training flights from Glenview Naval Air Station near Chicago. After the war, under the control of the Civil Aeronautics Administration (CAA), a flight service station was established providing weather reports and traffic control for southwestern Wisconsin. In 1954, the CAA relinquished control of the airport to the counties of Richland, Sauk, and Iowa, thus creating "Tri-County Airport." The flight service station remained in service until the mid 1980s. After it closed,

the restaurant was established in its historic building. The manned weather station remained in operation under the FAA until 2002 when it was replaced with an automated surface observing system (ASOS). In recent years, the east-west runway (9/27) was extended to 5000 feet, with PAPI, REILS, and a localizer, and the airport has seen an increase in usage by corporate jets, as well as a steady increase in based aircraft. A north-south crosswind runway 1850 feet in length by 60 feet wide is a great alternative when

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landing on Runway 36, or taking off on Runway 18, but the hills north of the airport can make departing on Runway 36 or landing on Runway 18, more challenging, but certainly doable.

Self-service fuel is available for both Jet-A and 100LL, with full-service available to those pilots who either call ahead, or call upon their arrival. There are 38 well-maintained private and municipally-owned hangars that rent for as little as \$100 per month.

The area around Tri-County Regional Airport will take your breath away, both from the air and on the ground. With the lush green farms to the east and west, the Baraboo bluffs to the north, and the Wisconsin River to the south, Tri-County Regional Airport is simply gorgeous in any season!

TC's Aircare of Baraboo provides aircraft maintenance, as does Aero Paradise of Reedsburg, which specializes in light sport aircraft and Rotax engine service. River Valley Aviation, which is owned and operated by Mike Peterson, specializes in fabric recovering and vintage aircraft restorations.

Among the attractions within a few miles of the airport are Frank Lloyd Wright's "Taliesin Estate," "House on the Rock," American Players Theater, Tower Hill State Park, and of course, the Wisconsin River with its many recreational opportunities.

For additional information, contact Marc Higgs at 608-583-2600 (office) or 608-963-8508 (cell). □

2012 Iowa Aviation Conference

WEST DES MOINES, IOWA – The 2012 Iowa Aviation Conference to be held April 25-26 at the West Des Moines Sheraton Inn, will offer a combination of informative presentations and interaction with peer industry representatives for airports and fixed base operators, as well as a pilot safety seminar on Wednesday, April 25 from 7:00-9:00 p.m.

The Iowa Department of Transportation Office of Aviation and Iowa Public Airports Association (IPAA) host the annual conference to help promote a strong air transportation system in Iowa, and to benefit airports, aviation businesses, and government agencies in the state.

For additional information, go to www.iowadot.gov/aviation. □

Ankeny Regional Airport & The Polk County Aviation Authority



Ankeny Regional Airport

One of the host airports of the annual Iowa Aviation Conference to be held April 25-26, 2012 at the West Des Moines Sheraton Inn, is Ankeny Regional Airport, established in 1993 to accommodate the growing demand of general aviation in the Des Moines metropolitan area.

Business and community leaders convened in the late 1980s to create a vision for an airport in the northeast part of Polk County. They saw a need to serve businesses that relied on easy access to Des Moines to complement Des Moines International Airport.

A partnership was crafted between the cities of Bondurant, Altoona and Ankeny, and Polk County. The early leadership of the Polk County Aviation Authority (PCAA) and elected officials faced the dual challenges of building and financing an airport from scratch and constructing a system for governing it. These leaders used their relationships and vision to identify a location for the airport and to develop a plan to build it. The airport's proximity to the Metro North Business Park lent credibility to the vision for a business airport.



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Rochester International Airport – Fit For A King or Queen!

The Polk County Aviation Authority, comprised of representatives from each entity, was formed in 1989 to manage the affairs of the airport.

The airport has filled the needs identified early in its history. In 2011, the airport had 48,600 general aviation aircraft operations, an average of 133 per day. There is a strong use of the airport by area businesses for meetings and parts delivery. Charter services are also popular, serving over 500,000 people in the metropolitan area. General aviation use is high, aided by the significant aircraft storage space at the airport. There is a waiting list of 20 people for hangar space.

Ankeny Regional Airport covers an area of 550 acres at an elevation of 910 feet MSL. There are two concrete paved runways. The primary runway (18/36) is 5,500 feet long and 100 feet wide and has an Instrument Landing System. The crosswind runway (4/22) is 3,855 long and 75 feet wide. The airport has storage for 115 aircraft.

The Iowa National Guard and the Iowa State Highway Patrol have operations at the airport. The Iowa Aviation Heritage Museum is active in restoring aircraft and preserving aviation history at the airport, as well.

Exec1 Aviation is the fixed base operator at Ankeny, providing air charter services and aircraft refueling. Exec1 Aviation provides flight training for Des Moines Area Community College. Iowa Helicopter is also based at Ankeny Regional Airport.

Plans are to expand the use of Runway 4/22 by relocating the Runway Protection Zone threshold to the northeast, providing pilots full use of the runway. There are also plans to create a South Terminal Area to serve as a location for corporate flight departments, institutional users, and business users.

John Pighetti, project manager of John Deere Des Moines Works, chairs the seven-member Polk County Aviation Authority. □



Rochester International Airport

The Minnesota Airports Conference rotates each year, from northern to southern Minnesota, and all places in between. This year the conference will be held in the city known best for the “Mayo Clinic” in Rochester, Minnesota in the southeastern part of the state.

Hosting the conference is Rochester International Airport, which can trace its beginnings to the early days of aviation and to no surprise, to the Mayo Clinic. In 1927, brothers and doctors William and Charles Mayo realized the advantage of providing air transportation to the rapidly growing clinic. The brothers approached the City of Rochester with the idea of building an airport to support the growing community and the patients traveling to Rochester. The city declined to build an airport, citing financial concerns. Being true visionaries and businessmen, the Mayo brothers then took it upon themselves and the Mayo Foundation to build Rochester’s first airport, and in 1928, the Rochester Airport opened for operations in the southeast portion of the city. One year later, the Mayo Foundation created the Rochester Airport Company for the sole purpose of managing and operating the airport.

During the mid-1940s, the federal government began providing

grant funding to publicly owned and operated airports for capital improvements, but since Rochester Airport was privately owned and operated, the airport was not eligible. To ensure continued growth and development of the airport, the Mayo Foundation deeded the airport to the City of Rochester so that federal funding would be available for capital development. Finally realizing the benefits of the airport, the City of Rochester immediately entered into a long-term agreement with the Mayo Foundation and the Rochester Airport Company for continued operations and management of the airport.

In 1960, a new airport was built approximately 8 miles southwest of downtown Rochester and renamed Rochester Municipal Airport. This new airport, with a primary runway (13/31) and a crosswind runway (02/20) would provide for continued aviation growth and development in the Rochester community. Over the last 50 years, the Rochester airport has continued to grow to support the aviation needs of Rochester and southeastern Minnesota, to include the addition of upper level concourses in the main terminal, extension of both runways, the addition of cargo facilities, the expansion of general aviation areas, and the construction

of business and industrial parks on the airport campus. In 1995, Rochester Municipal Airport was designated Rochester International Airport due to the addition of U.S. Customs at the airport, enabling aircraft to fly direct to Rochester from any location in the world.

Today, Rochester International Airport (RST) is Minnesota's second largest commercial service airport. Situated on 2,300 acres, Rochester International Airport, on average, accommodates over 40,000 aircraft operations and over 230,000 passengers annually. Rochester is fortunate to be served by two major air carriers, American Eagle and Delta Airlines, with 10 flights per day to Minneapolis and Chicago O'Hare. Rochester International Airport currently boasts a 9,300-foot primary, instrument (category I) approach runway, as well as a crosswind runway equipped with a VOR/GPS approach. Current discussions are underway to install a category II instrument landing system to increase the airport's utility during severe winter weather.

Still operated and managed by the Rochester Airport Company, Rochester International Airport continues to grow to support the traveling needs of Rochester and surrounding communities. General aviation users will find a familiar name on the airfield in Signature Flight Support, which provides ground handling services, aircraft fueling, both Jet A and avgas, aircraft maintenance and storage, as well as a host of other services, including Starbucks coffee and Otis Spunkmeyer cookies, both made fresh daily.

Federal Express operates at least one Boeing 757 operation to Rochester daily.

During the past 5 to 10 years on-airport development has included the addition of a hotel (AmericInn and Suites), a restaurant (formerly the 331 Bar and Grill), a daycare facility, the Rochester International Event Center, Paramark Property Management, and AgStar Financial Services, all located in the airport business park complex. Global Resolve, a waste management company, as well as Yellow Cab, have established a presence in the airport industrial park.

As part of its commitment to the community and region to continue development as needs change, the Rochester Airport Company is currently in the process of completing a benefit-cost analysis, environmental assessment, and terminal area study for the construction of a new terminal facility. The current facility has served the community well for over 50 years, but advances in technology, changes in airport security procedures, and the fact that only so much can be done to a building over half a century old, has suggested it is time to build a new terminal building. It is expected that construction on a new facility would begin within the next six to eight years.

The airport director is Steve Leque. Kurt Claussen is the deputy airport director. Brian Thompson is airport operations director.

The Minnesota Airports Conference will be held April 11-13, 2012 at the Mayo Civic Center. For additional information, contact Judy Meyers at the Minnesota Office of Aeronautics at 651-234-7232, or John Puckropp of the Minnesota Council of Airports at 218-828-5049. □

Fillmore County Airport – “In Bluff Country!”

Located in Southeastern Minnesota's “bluff country region,” Fillmore County has been able to utilize its many natural and cultural assets to attract visitors and provide a high quality of life for residents. Fillmore County has paid careful attention to maintaining its agricultural heritage, but has also developed strong tourism, manufacturing, and service industries that provide quality employment for residents of the communities within the county.

Tourism as an industry in Fillmore County has flourished around several different natural and cultural resources. Trout fishing, canoeing and tubing in the Root River and its many tributaries is a great draw to the county. The National Trout Learning Center is located in downtown

Preston as well. Sixty miles of bike trails throughout the county attract several thousand more visitors each year. The karst topography includes caves in the area; Niagara and Mystery Caves are among the most popular.

Fillmore County Airport includes a 4,000-foot paved

runway. Deters Aviation is the full-service fixed base operator, and Slip Skid Aviation is a NAAA certified aircraft appraisal company, and an aircraft dealer.

Fillmore County Airport is upgrading its runway lighting and NAVAIDS with projected completion

in 2012. A new self-service fuel system is also being installed.

For additional information on Fillmore County Airport and Deters Aviation, go to www.detersaviation.com.

For additional information on Slip Skid Aviation, contact Will Mensink at 507-923-1548. □



Fillmore County Airport

Aurora Municipal Airport – Meeting The Air Transportation Needs of Greater Chicago



Aurora Municipal Airport

SUGAR GROVE, ILL. – When there's no more room in the big city, and congestion makes traffic reports on the radio an absolute necessity, where does this put general aviation in the Chicago area? ANSWER: Aurora Municipal Airport in Sugar Grove, Illinois.

Located just 8 miles west of downtown Aurora and 35 miles west of the city of Chicago, Aurora Municipal Airport is just minutes from major business parks and the East-West Tollway Research and Development corridor (I-88).

Aviation in Aurora began in 1910 when the City of Aurora contracted with the Wright Brothers to hold one of the first flight demonstrations in the state of Illinois at the old Aurora Driving Park on the west side of the city. Flight demonstrations continued for 10 years, and drew thousands of people at an admission price of \$.50 per person. The Aurora Driving Park closed in 1922 and the first Aurora Airport was built on the north side of Aurora in 1928. When the tollway was built, the airport was relocated to Sugar Grove in 1961. The airport became home for author and champion aviator, Richard Bach, of "Jonathan Livingston Seagull" fame,

and today comprises 1300 acres.

Aurora Municipal Airport is a full-service facility, and is situated just outside the Class B airspace for Chicago O'Hare International Airport. The airport averages 205 flights per day or approximately 74,000 operations per year. There are 325 aircraft based at the airport; an air traffic control tower, which is open 7 days a week; an Instrument Landing System (ILS); pilot controlled runway lights; no landing fees or curfews; a modern executive terminal with a 20,000 square foot arrival/departure canopy; several flight schools; hangar rental and tie-downs; rental cars and limousine service, and

even a helicopter shuttle service for busy executives who need to get to downtown Chicago in a hurry; and the airport is open 24 hours a day, 365 days a year.

There are three paved runways: Rwy 9/27 is 6500 feet long, Rwy 15/33 is 5500 feet long, and Rwy 18/36 is 3200 feet long.

Bob Rieser has been manager and the director of aviation at Aurora Municipal Airport for 33 years. He holds a Bachelor of Science Degree in Civil Engineering from the University



Bob Rieser



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The project required Ulteig to address engineering, operational, and financial challenges faced by the Airport. Harry Stern Field now serves as a cornerstone of the economy for Wahpeton and the surrounding region.



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of Illinois, and was inducted into the Illinois Aviation Hall of Fame in 2011. Rieser was named an Illinois Aviation Ambassador by former Governor Jim Thompson for his outreach to educate the general public of the importance of airports. Among the many open houses, fly-ins and special events Rieser has supported over the years includes 14,000 EAA Young Eagles flights completed to date by EAA Chapter 579. Rieser is himself a pilot and aircraft owner.

Under Rieser's leadership Aurora Municipal Airport has grown many times its original size, and has become a major part of the economic base of Aurora and surrounding communities. There are 27 businesses and over 400 people who make their living at the airport.

Businesses and organizations located on the airport include AeroCare, Air Classics Museum of Aviation, ATS Group, Chicago Jet Group, Executive Flight Management, Gauntlet Warbirds, Glass Simulator, Hertz, Life Associates, Lumanair Aviation Services, Sky Haven, VisionFriendly.com, JA Air Center, and since 1960, the FAA Enroute Air Traffic Control Center has been located at Aurora Municipal Airport. In addition, HondaJet Midwest has chosen Aurora Municipal Airport as the future site of its sales and service center.

For information on Aurora Municipal Airport contact Bob Rieser toll free at 888-339-9399 or 630-466-7000.

Aurora Municipal Airport will be participating in the 2012 Illinois Aviation Conference to be held May 22-23 at the Pheasant Run Resort in St. Charles, Illinois. For additional information contact the Illinois Aviation Trades Association at 217-528-5230 (www.IllinoisAviation.org). ☐

2012 Illinois Aviation Hall of Fame To Induct Four Aviators

ST. CHARLES, ILL. – The 2012 Illinois Aviation Hall of Fame Banquet & Induction Ceremonies will be held May 23, 2012 in conjunction with the Conference at the Pheasant Run Resort, St. Charles, Illinois.

Reservations are due by May 18, 2012, and can be made by contacting Madeleine Monaco at Treasurer@ILAVHalloffame.org or 847-431-1847. ☐

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Safer Skies Through Continuing Education

by Lynnwood "Woody" Minar



FASSTeam Representatives from the Minneapolis FAA Flight Standards District Office serve Minnesota and western Wisconsin.

As we went through our initial flight training, safety was drilled into us on the ground and every time we flew. We went on to earn our Private Pilot Certificate, which is often referred to as "a license to learn." That's when we fully digested and learned what our instructors and the experienced pilots were talking about during those early days of training. As the years have gone by, we became more competent and more proficient. Sound familiar?

But as competency and proficiency improves, complacency creeps in and that's when things can start to go wrong unless we put them in check. This is also why continuing education is so important because the once-every-24-month flight review is just a bare bones band aid to break some of the bad habits. Flying is like the golf swing. To make that really good shot (flight maneuver), you just have to do 17 things correctly, but at any given moment, three will be wrong; which ones, we don't generally know. The more we try to figure it out and attempt to correct the unknown problems, the more things go wrong. The chain of potentially catastrophic events has now started.

"Safer Skies Through (Continuing) Education" is the theme adopted by the FAA and is headlined on FAASafety.gov where there's a plethora of courses you can take on line and seminars you can attend in person. You can design your own in-flight training curricula on a continuing basis that results in a rolling flight review.

There's also quite a bit of information on FAASafety.gov about the FASSTeam, which is short for FAA Safety Team. Succinctly, its mission is "to improve the nation's aviation safety record ... and encourage continual growth of a positive safety culture within the aviation community."

We FASSTeam Representatives are pilots, generally flight instructors and Aviation Maintenance Technicians (AMT), from all over the country who are passionate about actively promoting and creating a unified effort to prevent accidents and "tip" the safety culture in the right direction. This is done through educating the pilot and AMT communities by volunteering our time, resources, and knowledge.

We FASSTeam Representatives in Minnesota and

western Wisconsin meet quarterly with our Minneapolis FASSTeam Managers Alan Hoffert and James Niehoff. They provide the overall guidance, our group suggests ways to implement that guidance, and individually and collectively we implement the program.

One of our major challenges is this: "How do we get more pilots, especially newer ones, and AMTs involved with continuing aviation education?" 'Continuing' is the key word here.

What's our challenge to you? We are reaching out to encourage every pilot and AMT who attends seminars and takes online courses to "adopt a pilot (or AMT)" and to introduce that pilot or AMT to the many avenues of continuing aviation education. And that adopted person should be encouraged to reach out and do the same. Become a mentor to new pilots and AMTs. Spread the word. Be pro-active.

Let's not forget the www.AOPA.org/asf/online_courses website, which also has a lot of online courses.

Email me at Woody.Minar@Gmail.com.

EDITOR'S NOTE: Lynnwood "Woody" Minar is a Master CFI, CFII, MEI, CFI-G, IGI, AGI, FAA Gold Seal CFI, and a FASSTeam Lead Representative for the Minneapolis FAA Flight Standards District Office (FSDO). Minar provides flight instruction through Osceola Aero in Osceola, Wisconsin, as an independent contractor.



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SPORT PILOT - LIGHT SPORT AIRCRAFT



More New FAA Legal Interpretations Roil S-LSA Community

by Ed Leineweber

Sometimes revolutionary innovation takes awhile to take hold, and then only after a series of fits and starts. So it might be with the system envisioned in the Light Sport Aircraft ASTM industry consensus standards. Interpretations of the Federal Aviation Regulations (FARs) by FAA lawyers in Washington, D.C., are causing some industry participants to scratch their heads, and are worrying others that the “brave new world” contemplated by the ASTM standard approach to the development of Special Light Sport Aircraft (S-LSA), might not fully come to pass.



Ed Leineweber

Two different issues have recently surfaced, but the concerns they raise stem from a common source. The first issue deals with the extent to which a Special Light Sport Aircraft airframe manufacturer, or a manufacturer of a component incorporated into a S-LSA, can dictate (a) who may work on their products, and (b) what maintenance tasks the manufacturers may prescribe as “mandatory,” that is, legally required for the aircraft to remain airworthy. The second issue pertains to notification systems for compliance with Airworthiness Directives (ADs).

Together, these issues begin to test the extent to which the FAA is actually committed to the ASTM

consensus standards approach to designing and maintaining aircraft. The consequences of these developments extend beyond the relatively small world of the S-LSA industry, since proponents of this approach advocate for its application to future development and approval of large aircraft as well.

From the top: let's review

To better understand the nature of the disputes, let's back up and review what we mean by the ASTM consensus standards approach to the design, manufacturing, maintenance, repair and modification of Special Light Sport Aircraft.

In the old days, there was only the “type certificated” world. The FAA controlled the process completely, and everything aeronautical needed to have FAA approval to be legally airworthy. This might be evidenced by compliance with the aircraft type certificate approved by the FAA after extensive documentation, testing and proving, or the FAA blessing might be manifested in a supplemental type certificate (STC) for an aircraft modification from the original TC. Approval for manufacturing a component part might be reflected in issuance of “parts manufacturing approval” (PMA) by a statement that a part complies with an FAA-issued Technical Standards Order (TSO). Major modifications to type certificated aircraft need to be reported to the FAA via Form 337, and if the modification isn't according to previously authorized specifications,

then perhaps a field approval from a local FAA representative might be needed as well.

Safety-of-flight or airworthiness concerns which come to the attention of the FAA in the type certificated world are addressed by the issuance of Airworthiness Directives, compliance with which is mandated by law to continue the aircraft in a legally airworthy status. Non-compliance grounds the aircraft, and may result in FAA enforcement action against the owner/operator and crew, if flown while not in compliance.

As you can see, this is a top-down system in which the FAA maintains rigid control over all aspects of the manufacturing, repair and operation of these aircraft. Not so in the world of Special Light Sport Aircraft, or at least so we thought until recently.

The “industry consensus standards” approach originates in a federal law that requires federal agencies to consider this method of regulating activity, rather than following the old style top-down, total-control system in all cases. The adoption of this law coincided with the advent of the Light Sport Aircraft initiatives of a decade ago, and the consensus standards approach was selected by the FAA and the emerging LSA industry. The American Society for Testing and Materials, now known as ASTM International, was selected to facilitate the process.

Briefly stated, the ASTM process involves the participation of a wide range of industry participants, the formation of specialized committees,



When Special Light Sport Aircraft were first introduced, many understood that the ASTM consensus standards permitted the manufacturer to mandate training for maintenance personnel and specify overhaul times and other service limits. Recent FAA legal interpretations appear to suggest this is not the case. While these aircraft and their modern engine designs are not inherently more difficult to maintain or repair, they are sufficiently different from older designs that obtaining factory-approved training is a good idea, whether legally required or not.

FAA-certified components such as transponders, other avionics and ELTs are often installed in S-LSAs. These devices might be subject to Airworthiness Directives (ADs) issued by the FAA. Owner/operators and maintenance personnel had believed that notice of these ADs would come to them through the Notice of Corrective Action system prescribed in the ASTM standards. FAA legal opinion now suggests that this reliance might be misplaced.

and the development of a series of standards ("practices") governing the activities of the industry. In the case of Light Sport Aircraft, the more important standards developed for airplanes include Design and Performance; Required Equipment; Quality Assurance; Production Acceptance Tests; Aircraft Operating Instructions; Maintenance and Inspection Procedures; Identification and Recording of Major Repairs and Major Alterations; and Continued Airworthiness. The FAA monitored this process of standards development and eventually "accepted" them (as opposed to granting its "approval").

Special Light Sport Aircraft are manufactured in conformance with these standards, as attested to by the manufacturer in its Statement of Compliance. And it is upon this statement, rather than conformance with any FAA-approved type certificate, that the FAA issues a Special Airworthiness Certificate for the aircraft.

What's new?

Now to the specifics of the concerns raised by the recent FAA legal interpretations.

Industry-mandated training and procedures.

ASTM Standard F 2483, entitled "Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft," lays out a system governing how maintenance, repair and alterations are handled, including required documentation. Section 4 states that the purpose of the standard is to provide guidance to "... owners, mechanics, airports, regulatory officials, and aircraft and component manufacturers who may accomplish maintenance, repairs, and alterations

on a light sport aircraft." It goes on to state that the standard also "... covers the form and content of maintenance manuals and instructions for the maintenance, repair and alteration of an LSA."

Rotax, which manufactures about 90% of engines installed in Special Light Sport Aircraft, has an extensive factory-approved training program, and prescribes in its manuals and procedures that a given level of factory-approved training is required to perform any particular maintenance or repair task, from changing fluids to engine overhaul. It also insists that technicians working on their

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engines installed in S-LSAs have Rotax-approved training in order for the company to honor the factory warranties. It is the Rotax position that it may impose these requirements since they are part of the maintenance manuals issued by the S-LSA manufacturers pursuant to ASTM Standard F 2483, which the FAA has accepted.

Initially the FAA appeared to accede to this interpretation, and even went so far as to bring certificate enforcement proceedings against an A&P mechanic who worked on Rotax engines without the factory-approved training. Since then, however, the agency has done an about-face, and now takes the position that Rotax cannot dictate the qualifications of technicians working on its products, which remains the FAA's role through the FARs. To accept the company's argument, says the FAA lawyers, would be to allow a private company to make federal law, which cannot happen since the company is not Congress, or a federal agency delegated power by Congress to make administrative rules. Further, they point out that Congress has not given the FAA the power to delegate its rule-making authority to a private entity. (For more details, see Carol Carpenter's article in this column in the February/March 2011 issue of *Midwest Flyer Magazine*.)

This same basic issue has raised its head again more recently when Rotax declared that its determination of what maintenance activities where

"mandatory," as expressed in its instructions incorporated into the S-LSA manufacturers' maintenance manuals, were legally binding, and that the failure to comply would render the aircraft legally un-airworthy. FAA legal counsel has again opined that Rotax is not in a position to impose such regulatory requirements, which remains the province of the agency charged by Congress to make such rules.

AD Notification System: Safety Alerts

Now on to the Airworthiness Directives dispute.

ASTM Standard F 2295 is entitled "Standard Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft." Section 4 provides "the purpose of this practice is to establish a method by which safety of flight issues are discovered, evaluated, and corrected for purpose of maintaining operational safety of an LSA."

This standard requires manufacturers to maintain an Operational Safety Monitoring System, and assigns duties and responsibilities between manufacturers and owner/operators. It further requires manufacturers to evaluate safety of flight concerns using an Operational Safety Risk Assessment Procedure prescribed in the appendix to the standard.

If corrective action is determined to be warranted, the manufacturer must issue a Notice of Corrective

Action, which must be categorized as a SAFETY ALERT, requiring immediate action; a SERVICE BULLETIN, which does not require immediate action, but does recommend further action; or a NOTIFICATION, which need not necessarily recommend future action, but does provide "airworthiness information." At least the Safety Alert sure sounds like an AD to most folks.

Here's the rub: FAA-issued Airworthiness Directives don't apply per se to S-LSA, since they are manufactured, repaired and maintained under the ASTM standards system. But FAA-approved components are sometimes incorporated into S-LSA, including, for instance, transponders, radios and other avionics, and ELTs. Such approved components ARE subject to the Airworthiness Directive system, and ADs issued on such components must be complied with, whether they are incorporated into S-LSAs or not. This makes good sense since at least some of these devices, for instance a transponder, are operating in the National Airspace System and must be reliable regardless of what category of aircraft they are installed in. The problem comes up when the method of notification and compliance is considered.

It had been the understanding of many in the S-LSA community, manufacturers, owner/operators and maintenance technicians, that any applicable ADs would come to the attention of pilots and mechanics via the notification system provided in ASTM Standard F 2295, describe earlier. But FAA legal counsel now appears to be taking the position that the ADs apply to subject aircraft components incorporated into S-LSA independently of the standard, pursuant to FAR sec. 91.327(b)(3). This is a surprise!

It is true that the express language of this FAR would appear to support the agency's position. Entitled "Aircraft having a special airworthiness certificate in the light-sport category: Operating limitations,"

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the cited subsection says “No person may operate an aircraft that has a special airworthiness certificate in the light-sport category unless . . . the owner or operator complies with all applicable airworthiness directives.” But compliance with the ADs is not the issue; how the owner or operator is informed of their existence, is.

The thinking among the S-LSA community has been that, as long as the owner/operator maintains his or her current address and other contact information with the manufacturer, as required under the ASTM standard, he or she would be notified via a Notice of Corrective Action from the manufacturer that an AD on an installed FAA-approved component had been issued, and would be further informed of the means of compliance, perhaps merely incorporating the AD. In other words, pilots and maintenance technicians would have a single source of information. The FAA appears to disagree.

Big deal or small?

So what's the big deal in all of this, you might be asking yourself. Private parties cannot write federal regulations and ADs must be complied with. True enough, but what industry observers and proponents of the ASTM standards way of doing business are worried about is the apparent emerging trend of the FAA backing away from its embrace of this new process for bringing new aircraft designs to the market.

And while there have been a few instances of S-LSA companies not fully complying with the ASTM standards in the conduct of their operations, these instances have been relatively rare. They are mostly confined to companies, which are marginal players in an over-crowded marketplace. Their low and perhaps almost non-existent sales volume makes full standards compliance, which is very expensive, difficult. Industry and FAA compliance audits are designed to ferret out these poor performers.

On the other hand, since its inception in 2004, the LSA industry ASTM compliance standards have been instrumental in bringing forth 120 new models of aircraft, a feat, which if it has ever occurred before, has not been seen since the very early days of the aviation industry. The consensus standards process is by any account tremendously successful, and deserves to be preserved and enhanced. Any early difficulties in its application should be worked out without retreating from its new promise back into the rigid ways of days gone by. □

Tanis Promotes Helicopter Safety With “Just Plug It In” Video

EDEN PRAIRIE, MINN. – Tanis Aircraft Products has a video out called “Just Plug It In,” highlighting the safety benefits of helicopter preheat.

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

Tanis Aircraft Products & Bruce's Custom Covers Team Up To Provide Insulated Rotary Wing Aircraft Covers

EDEN PRAIRIE, MINN. – Tanis Aircraft Products has teamed up with Bruce's Custom Covers to fabricate and market new insulated covers designed specifically for rotary wing aircraft.

Tanis Aircraft Products' core competency is building the aircraft industry's finest preheat systems. Having previously developed and produced insulated covers for a wide variety of aircraft, including fixed and rotary wing, Tanis has selected Bruce's as its manufacturing partner. Under the Tanis brand, newly manufactured insulated covers will incorporate Bruce's technical design prowess in 2D and 3D computer-aided-design while incorporating patterns first developed by Tanis. Further, Tanis and Bruce's have developed a new and improved cold weather cover system that serves to drastically reduce preheat times when using a Tanis preheat system.

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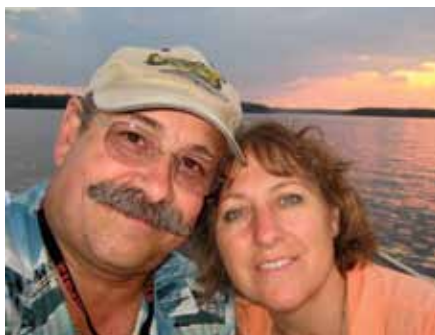
Fourth of July Seaplane Adventure To The Sub Arctic

by Philip Mattison



My wife, Kathleen (Kath), and I were looking for a floatplane trip last mid summer, so we called Brian Schanche of Adventure Seaplanes at Surfside Seaplane Base in Minneapolis. Brian invited us to fly a two-ship trip with him to the Sub Arctic.

Brian had a young pilot and his girlfriend from Innsbruck, Austria, signed up for a 10-day trip to



Philip and Kathleen Mattison

Churchill, Manitoba, and the Sub Arctic, departing on the fourth of July.

Adventure Seaplanes teaches pilots about bush flying on trips to northern Minnesota and Canada. They do several short trips a year and a few Arctic trips, with the furthest trip to the Arctic Circle each year in August following EAA AirVenture.

I have been on several of these trips including the first one north of

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the Arctic Circle to the Chantry inlet north of Baker Lake. This is where the mouth of the Back River meets the Arctic Ocean. Standing there on shore casting at the base of the rapids with a yellow five of diamonds spoon will produce monster Lake Trout and Arctic Char, every other cast.

I own a Super Cub on floats, but chose instead to rent a Cessna 185 on straight floats from Adventure Seaplanes to make the trip even more enjoyable for my wife so she could sit up front with me and have plenty of room. This would be her first trip to the Sub Arctic.

In preparing for the trip, Brian gave me several hours of dual flying out of Surfside. Adventure Seaplanes provides both floatplane instruction and rental. Brian and his girlfriend, Lori Malbrank, spend their summers working in Minnesota and winters working out of Cherry Pocket Fish Camp & Resort near Lake Wales, Florida, about an hour south of Orlando. They first met the Austria couple, Christoph Ganner and Alice Annelien Lugger, when Brian got Christoph his floatplane rating at Cherry Pocket.

We all met at Surfside Seaplane Base the morning of July 4, 2011 for departure. These trips often have a loosely planned route, as long-range weather forecasting in the wilderness is very poor. It looked like high pressure was setting in for the next several days in Minnesota and just north of the border. Never the less, we packed for all kinds of weather.

We have camping, cooking, and fishing equipment, as well as a shotgun in each airplane. I keep a can of bear spray with me most of the trip, and we carry the Spot GPS satellite messenger in each plane, as well. Brian also has a satellite telephone and a 406 MHz personal ELT.

That morning was hot and clear as we flew north to Duluth, then followed Lake Superior's north shore past the Split Rock Lighthouse. The lighthouse should have been packed with tourists this holiday weekend, but the lack of



Brian Schanche of Adventure Seaplanes with a trophy Lake Trout.

a government budget had shut down all of the state parks in Minnesota. Amazingly, we have three long weekends of summer in Minnesota when these parks are positive cash flow, and yet they were shut down.

Passing the lighthouse, we turned

north, landing at Hungry Jack Lodge on Hungry Jack Lake near the border for a rest and a few snacks, and then finally landing at Crane Lake on the border for fuel.

Tim Johnston at U.S. Customs & Border Protection, and Daryl Scott of Scott's Seaplane Base & Restaurant at the fuel dock in Crane Lake, told us we should stay the night there. It seems that the big Crane Lake Fourth of July parade and evening fireworks would be starting in just a few hours, so we opt to stay at the Norway Lodge in Crane Lake. Owners Paul and Sarah made us feel right at home.

People came by land, sea, and air to enjoy the parade. The floats included the local volunteer fire department, an insurance salesman, a clown on a bicycle, and a kid on a motorized wagon, but the highlight of them all was the float from the local taxidermist with a big rubber doll on the front and a sign that said, "Big or Small, We Mount Them All, One Dollar An Inch!"

A very windy thunderstorm sent us

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running from dinner to our floatplanes to add extra ropes from the wings to the dock. The fireworks were delayed by the storm, but the show kept on a going! It was a good show.

The next morning we made the 5-minute flight to the very friendly Canadian Customs base at Sand Point Lake, then a 2-hour flight to Green Airways Seaplane Base at Red Lake for fuel, followed by lunch at the Lakeview.

Another 20-minute flight landed us at Brett Geary's Sportsman's Lodge on Little Vermillion Lake. The weak dollar, the new U.S. Customs & Border Protection requirements, and the poor economy have all combined to make it tough on the northern resort operators. We spoke to Brett on the radio in his Beaver as we arrived at camp about 15 minutes ahead of him.

Brett had been having a problem with a bear getting into the camp garbage when the camp was unattended. We all pitched in and



Polar bear at Churchill, Manitoba.

cleaned up the bear's trail of garbage into the woods.

Little Vermillion has a reputation for lots of Walleyes and big Northern Pike, and we were not disappointed that evening. Brian even caught a big Northern that hit a Walleye that he already had on the hook, and he landed them both much to the delight of Alice and Christoph who until then, did not consider themselves fishermen. Fresh caught fish for dinner did the job and for the rest of the trip, our two friends from Austria were hard core and excited fishermen.

We enjoyed two days of fishing and relaxing at the Sportsman's Lodge. The second night we made our way to the deck as Brett came around the corner with his shotgun. He said the bear was over by the tool shed less than 100 yards away. A little birdshot in the butt from a 20-gauge shotgun sent the bear running down the trail.

The next morning we departed for Gillam, Manitoba, and Churchill, Manitoba on Hudson Bay. Christoph and Brian had some of the new Go Pro Video Cameras attached to the floats. We enjoyed taking films of

each other doing touch and goes along the God's River.

Flying low we saw over a dozen moose, then along the shore of Hudson Bay we saw over 50 polar bears, several caribou, hundreds of beluga whales in the mouth of the Hudson River, and even an arctic wolf. Most of the bears were right along the coast, but the first one that Alice spotted was 20 miles inland.

The lake at Churchill is very clear and a little low due to a lack of rain. The rocks really stood out as we flew over causing us to carefully pick our landing run. The docking there is set up for the local operators only. There are no good tie-ups and the docks for visiting aircraft are rotten to the point we could fall through with a poorly placed step.

The lodge at Churchill is called Lazy Bear Lodge and operated by Wally and Dawn Daudrich. They arrived shortly after we landed to give us a ride in a van.

There are no roads in or out of Churchill. In fact, Churchill is the end of the line for the railroad. Churchill is Manitoba's only seaport, exporting many shiploads a year of grain from over central Canada.

Churchill is also one of the most historic places in all of Canada. Lazy Bear Lodge provides beluga whale and cultural tours of the area. We saw several hundred beluga whales in the mouth of the Churchill River.

Christoph even stuck his hand in the gin clear, frigid water of Hudson Bay and took video of the whales

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under the water until his hand went numb. The old Prince of Wales Fort across the bay is being restored and is very interesting to visit. There are two Indian sentries with shotguns posted at the fort to protect the visitors from the polar bears.

Two nights in Churchill and we were off to a small Inuit village 150 miles further north along the coast for fuel. Our goal was to visit the Kazan Falls 50 miles south of Baker Lake. As we continued north we found ice on the inland lakes and received reports from Baker Lake that they were still iced in. We decided that we needed to turn west to Kasba Lake for some trophy Lake Trout fishing.

The Kasba Lake Lodge is one of the most famous fishing lodges in the Northwest Territory. Trophy Lake Trout and Grayling are regularly caught there. The lodge and the accommodations are first class.

There are white tablecloths at dinner, and a complete menu and homemade apple pie for dessert, served by attractive young Canadian ladies.

One of the ladies played the guitar and sang songs she had written and recorded in Nashville. Her dream is to become a professional entertainer. One of the songs she sang was about a small child missing his daddy who was off protecting our freedom in the war. As the song comes to an end, the family gets bad news, and I found myself with a tear in my eye. She had such a beautiful voice that I am sure we will hear more from Beth Marie Anderson in the future.

We departed the next morning heading south for Dog Skin Lodge in west central Manitoba. There were white caps on the river at the seaplane base, and the engine sputtered as I reduced power over Thompson to land. The plane landed hard as it skipped across the whitecaps causing me to wish I had read the water a little more carefully and landed closer to the protected shore. Our Cessna 185s seemed small next to the long nosed turbine Otter already at the dock. While Brian fueled the planes, Christoph and I handed freight to the Otter pilot and chatted about the conversion from the original 650 hp piston Pratt engine to the 900 hp turbo prop. Helping load freight had earned us the opportunity to look inside the cockpit and interior, which still had all the sex appeal of a 1963 aircraft.

Working behind the scenes, Lori had notified Dog Skin Lake Resort to expect us for dinner. Kathleen was flying this leg, and both she and Christoph agreed we should descend below the overcast layer ahead just as Brian commented that Gunisao Lake, Manitoba was off to our left and has a reputation for the largest average size Walleye in Canada.



The author's Super Cub on another trip.

The overcast layer went quickly from 1,000 ft. AGL to 300 ft. AGL. I radioed that this was going too low too fast and that we were doing a "180" to the left. Christoph replied he was doing a 180 to the right. Our navigator, Brian, quickly called for a heading of 030 degrees and said, "Let's go see if they have room for us at Gunisao."

David, the camp cook, heard us circling overhead and was there to greet us as we shut down and our floats gently kissed the bumpers of the dock. Brian explained our situation and asked if they had room in camp for us that night. David soon located Dusty Budd, the manager of Gunisao Lake Lodge, and the son of the camp's owner, Dr. Budd.

There were only two small groups in camp that night with a changeover to take place the next morning. We sat in the dining room while Dusty went to look at the schedule. Meanwhile, David

had one of his waiters deliver coffee and a nice tray of hors d'oeuvres to our table. Dusty suggested we stay a few days and offered that he had extra guides available to take us fishing after dinner. We agreed!

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DESTINATIONS

Brian called Lori on the satellite phone to explain our change of plans. She would notify Dog Skin not to hold dinner. Alice, responding to the flavor of David's homemade Tiramisu cake following a wonderful steak dinner exclaimed, "I am a fan of detours caused by bad weather."

Dusty explained that one of his Indian guides, Avery, would take us fishing that evening and the next day. Jamie, the camp's 182 pilot, would take the second boat with Christoph and Alice. Kath and I were quick to get our gear in the boat. During the evening fishing, Christoph and Alice said that a half-day of fishing the next day would be good enough for them. By now, they had learned about the guide tradition of cooking fresh Walleye for "shore lunch" and they were looking forward to it. Brian who is also an A&P, offered to help Jamie look into an oil leak on the camp's Cessna 182 parked next to the 3500-foot gravel runway.

Our jigs were just touching the bottom when Kath set the hook on a nice 22-inch Walleye. Gunisao was living up to its reputation for terrific Walleye and large Northern Pike. The shore lunch the next day was picture perfect and of course Alice, the rookie fisherman in the group, caught the largest Walleye on the trip at 27 inches, just one inch short of earning a Manitoba Master Angler Award.

We had three 200-mile legs remaining. The first stop was at Red Lake for some fuel. Princeton Flight Service gave us a transponder code for crossing the border about 50 miles out. Tim Johnston of U.S. Customs & Border Protection met us at the dock,

again. After we were all cleared, we showed him some of our photos and the video of the beluga whales.

Lunch, complete with milk shakes for all from Scott's Seaplane Base, marked the beginning of the last leg of this successful and safe trip.

My wife, who often won't eat prior to flying, even had lunch and flew most of the three legs on the last day. I guess if you do something long enough, you get used to it. Altogether, we flew 32.5 hours in 10 days and burned 487 gallons of fuel, and enjoyed five different destinations. Fuel costs were between \$5.00 and \$9.25 per gallon.

If you would ever like to add some real adventure to your flying, and earn a seaplane rating – all while seeing great scenery, lots of wildlife, meeting interesting people, and catching the biggest fish of your life – then I recommend giving Brian and Lori a call at 612-749-1337 at Adventure Seaplanes, drop them an email at fly@adventureseaplanes.com, or check out their website at www.adventureseaplanes.com.

Pilots interested in getting a seaplane rating during the winter are urged to contact Brian and Lori about visiting them at Cherry Pocket Fish Camp in Lake Wales, Florida. You can get your rating in just two to three days in some of the best freshwater and weather central Florida has to offer.

EDITOR'S NOTE: Philip Mattison is president of Core Products, Inc. in Osceola, Wisconsin, and the past chairman of the airport commission at L.O. Simenstad Municipal Airport (OEO) in Osceola. □

Make Fond du Lac Your AirVenture Destination

Fond du Lac, Wisconsin's airport (KFLD) is so close to Oshkosh, yet so far away – from the crowds, the lines and the waiting. Fond du Lac, located at the southern end of Lake Winnebago, just 15 miles south of Wittman Regional Airport in Oshkosh, offers easy access to everything that AirVenture offers. Abundant camping and transient aircraft tie-down spots are available on the field, with a regularly scheduled shuttle service that will take you from Fond du Lac's terminal right to AirVenture's main gate.

Fond du Lac's local EAA Chapter 572 is ready and able to meet your fly-in needs. There are shower and restroom facilities available to campers on the field, and the chapter is committed to do what it can to meet the needs of fellow aviators who are flying in. For more information about EAA Chapter 572 go to: <http://www.fdl.net/ea572/>

Fond du Lac might be a better option for pilots who may be reluctant to face the high-density air traffic in Oshkosh. Fond du Lac has a main north-south runway that is 5560 feet long, and a 3360 ft. crosswind runway. The airport also has several GPS and non-precision approaches.

Fond du Lac Skyport is the full-service fixed base operator on the field. For information about Fond du Lac Skyport go to: <http://fdlskyport.com/> or to <http://www.facebook.com/#!/FDLSkyport>. For information about the Visitors' Guide to Fond du Lac go to: <http://www.fdl.com/> □

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Miracle On The Lake!

by Curt Drumm

Brady Lane, EAA

What do you get when you combine the “Miracle on the Hudson,” a seaplane, a western cattle rancher and a hint of Elvis? *Well, a fun seaplane weekend in northern Wisconsin, of course!*

Two of the most famous guys to do a great job of landing an airplane *without* their seaplane ratings were Capt. Chesley “Sully” Sullenberger and First Officer Jeff Skiles. As you know, they managed to successfully land U.S. Airways Flight 1549 (an Airbus A320) dead-stick in the Hudson River on January 15, 2009, and then helped every single passenger of the 155 people on board make it safely to shore. Oddly enough, the two pilots were talking about seaplanes earlier that fateful day, with Skiles commenting that he hoped to take time soon to get his rating. Neither knew how quickly they’d be sharing the water-landing experience!

So at last year’s EAA Young Eagles dinner at EAA AirVenture, Lakeshore Aviation’s seaplane instructors Curt Drumm and Dave Schmutzler donated a silent auction seaplane ride with Skiles riding along. Beau Bradley, a cattle rancher from Montana (who also flies a couple of small tail draggers, a Cessna 195 and a new Citation Mustang) won the bidding. Curt, Dave, Jeff and Beau, along with Beau’s wife, Deb, met down at the seaplane base later during the week, and Beau got his first real taste of water flying.

After that, the wheels started turning. Why not have a seaplane weekend and get their seaplane ratings together? So the plan evolved, and ended up involving Clay Presley, a paper industry leader from North Carolina. That’s another

Seaplane splash against the fall colors in Three Lakes, Wisconsin.

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(L/R) Clay Presley, CFI Dave Schmutzler, Jeff Skiles, Beau Bradley, and CFI Curt Drumm at the airport in Three Lakes, Wisconsin (40D).



Lakeshore Aviation's Hawk 172XP amphib inbound for landing at Three Lakes, Wisconsin (40D).

story....Clay was one of the passengers aboard that ill-fated Airbus when it went down. His reaction to what could have been a near-death situation was anything but fear of aviation. At around 50 years old, he went out and got his private pilot certificate and bought a plane! Since then, Clay, Jeff and Sully have become good friends, and if Jeff or Sully weren't in the spotlight, Clay was close behind. Seems the new-found celebrity status included all three of them!

So last October (2011), Jeff, Clay, Beau and Deb reunited at Lakeshore Aviation's northwoods seaplane base in Three Lakes, Wisconsin. Situated on the scenic chain of 28 lakes that connect with Eagle River, it's a seaplane pilot's dreamland. Water everywhere, a seaplane dock, thousands of lakes, a guest cabin to call home, great hospitality, home-cooked meals and a seaplane examiner nearby. It turned out to be an incredibly interesting week!

Not only was the flying great, but the interaction between the two "survivors," each with a different perspective, was wonderful. Sometimes it was actually like an old Laurel and Hardy shtick. Each had his own version of what happened, based on their seat....one being the pilot, the other a passenger in back. Skiles was acting as pilot when the plane hit the flock of geese. "He should have been paying more attention," chuckled Clay.

They were only two minutes into the flight. In a true example of airline training, the crew went to work. Sully took the controls and Jeff started the emergency checklists, trying to restart the engines. They tried to identify airports for an emergency landing, and when they realized that none were close enough, they chose the river. It was big, it was wide and there were no obstructions. Well, except for the George Washington Bridge, which they skillfully glided past.

When asked "Were you concerned about the passengers?" Skiles calmly answered, "We really didn't have time. It was only minutes before impact, and we were busy doing what we were trained to do; control the

airplane." Presley, on the other hand, was just visualizing how to get out of the plane. "I never realized how important it was to pay attention to the flight attendant's briefing," he said. "Knowing where the closest exits are is incredibly important." Clay was one of the first out, and assisted many others in their escape. A big smile came over his face when he pointed to himself standing on the wing of the sinking airplane. In the end, only a couple people had minor injuries. Everyone survived. It was truly a "miracle" that the plane, crew, passengers, river, nearby boats.... everything...just worked right. "I have a lot of respect for those guys," Clay said of the entire crew, including the flight attendants. "Everyone did their job and made sure we were safe. Looking back, it was great to see, although pretty scary at the time."

After a week up north, everyone was ready to wrap things up, but the weather wasn't quite as good. Fog, rain and low clouds grounded the group more than they hoped. Beau, who had flown to Wisconsin on the way to a Cessna 195 convention, got his checkride done first. Clay and Jeff met Curt and Dave in Shawano a couple weeks later and got theirs completed. All three now proudly hold new seaplane ratings, and Curt and Dave got to share some great memories with them. Oh, and Elvis? That was one of Clay's shirt-tale relatives....a something-generation cousin. Clay remembers meeting "the King" at a family reunion many years ago...a classy man he got to talk to for awhile.

New friends and airplanes...what else can you hope for? Look for us at Oshkosh this summer...we'll be the group smiling and hanging out down at the seaplane base on Lake Winnebago. The group plans a reunion and refresher seaplane time and will be camping together this year in Camp Scholler at EAA.

EDITOR'S NOTE: For more information on seaplane training, contact Curt Drumm at Lakeshore Aviation at 920-682-0043, or visit their website at www.lakeshoreaviation.com.



You didn't really like those sunglasses, did you?

by Rachel Obermoller
MNDOT Office of Aeronautics

In a seaplane pilot's ideal world, every day would be 5 to 10 knot winds with light chop on the water, clear skies, and dead calm winds in a sheltered docking area. Unfortunately, this is rarely the case, which brings up one of my least favorite topics and what I refer to as the number one cause of non-fatal seaplane damage – docking. I lack the statistics to back this up, but in my experience, every seaplane that sees much time on the water has some evidence of contact with a dock. From minor scrapes and dents on the floats to dents in the wings, struts, and even propeller damage in the worst cases, docking has some distinct challenges and risks.



Rachel Obermoller



On approach to docking.

maneuver their plane once they are on the water, understand their options, and know how to use these options to put the plane exactly where they want it to be.

These options include approaching under power, controlling your speed through power and wind management, and knowing when to sail the aircraft or let it drift into position. Let's revisit some key areas as we all prepare for float flying this season, or if you have been lucky enough to be on the water all winter, as a little refresher. The game changes based upon the type of airplane, whether you have doors on both sides, and whether you're blessed with a turbine engine, but the same basics apply to everyone.

The Approach

Really, the approach to the dock begins before the aircraft ever starts

Even non-seaplane pilots who have driven a large boat or pontoon up to a dock or lift on a breezy day can appreciate the skill it takes to maneuver an airplane on floats up to a dock, especially a plane with no reverse and a dock with no room to go around. Beyond the lack of reverse, seaplane pilots must also account for the rest of the aircraft as well – the wings, struts, tail feathers, and engine and propeller. Each of these present unique challenges in different circumstances, and are all things a seaplane pilot must consider when docking in addition to the wind, type of dock, available help, ropes on the plane and on the dock, available space to maneuver, and a host of other considerations that vary from situation to situation, aircraft to aircraft, and pilot to pilot.

This time of year is typically the beginning of the seaplane season here in the northern climates, and it is also a good time to revisit basic skills, proficiency, and test the waters cautiously until our skills are up to par. A good seaplane pilot respects the wind as well as their own limitations and those of the airplane. Just because we could do something, doesn't mean we should do something, and this applies as much to operating on big water or in a strong crosswind as it does to docking. While the potential for really serious damage may decrease at slow speeds and with the engine shut down, it never goes away. The best seaplane pilots are not the ones who make a perfectly smooth landing every time, but the ones who know how to

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out on the journey and includes preflight planning, a little reconnaissance about the area where the aircraft will be secured, and perhaps a phone call if it is an unfamiliar area. Once I'm in the air and in the vicinity of the dock I will be approaching, I like to over-fly the area, check out what the water looks like from the air to assess any weeds or obstructions I can see, and take a look at what my best plan will be for approaching the dock given the wind, airplane type, and dock itself.

On the water, it is about executing the plan I've made and making changes as needed. On approach to the dock, I also like to complete what I call my "pre-docking checklist." This includes removing the following from my person and the area around me:

- Cell phone
- Headset
- Sunglasses (or leave them on, if you're hoping to buy a new pair)
- Car keys
- Seat belt
- Loose charts, GPS units, iPad, loose cords, etc.

These items and anything else that you don't want potentially going into the water should be placed in a location where they won't interfere with your ability to get out of the airplane or get in the way of anyone else getting out and get swept out the door.

I also make sure my passengers have been briefed about what I expect from them. Often it is best to ask them to remain in the plane until we are secured at the dock, unless one of them is assisting with the docking. A good preflight briefing when you're going to be docking also involves a little information about propeller safety.

Docking

A good pilot should be able to approach a dock unassisted and secure the airplane under a variety of situations, but many times it is easier with help from a dockhand or passengers. Do, however, consider the possibility that what you have told them to do or expect them to do will in fact be the opposite of what they actually do, and be ready to change the plan.

Be comfortable in the plane you are flying and how the engine runs at very low RPMs, how to manage those RPMs, and comfortable with its control on the water in a variety of circumstances, especially if you are going to put yourself in a situation which leaves few options.

Wind can be your friend or foe when docking, and its effect on the plane should always be considered. Even a slight wind of a couple knots can have a big impact when you're pushing off from a dock in tight quarters, and likewise, it can help you spin an airplane quickly at a dock, but can also make it a difficult task if you fail to consider its impact. The best case scenario (albeit still humiliating) in failing to consider the wind (or lack thereof) is that you don't have enough motion to get to the dock and need to get the paddle out or start the engine again and make another approach. The worse case scenario is much worse and goes back to all of the things that can get broken, bent, scratched, scraped, or gouged on a seaplane.

Some pilots swear by wing ropes, and they can be handy to use when maneuvering a seaplane on the water or tying it down on land or securing it on a beach, but too often I've heard stories of uninitiated seaplane dockhands using them incorrectly and pulling the nose of the plane into the dock. What may seem intuitive for a seaplane pilot is not necessarily so for someone used to working with boats or a landplane which only moves in the path the wheels are pointed on the ground. This is another reason to brief any



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passengers who might be assisting you in docking, and to make a phone call ahead of time if you are planning to go somewhere new. After a few questions, you may find that it is best to do the docking yourself, or provide very specific instructions to those at your destination if they are unfamiliar with seaplanes.

Securing The Aircraft

Once the plane has arrived safely at the dock, the work isn't done. If the plane is going to stay at the dock for any amount of time, the pilot needs to consider how the plane will be secured.

Dock rub and other damage from the dock itself can cause damage to a seaplane in short order, especially with any waves on the water, so proper securing is imperative to protecting the floats and airplane. The dock itself and in construction can play a large role in this. Ideally, a dock used by seaplanes would be of the strictly floating variety with absolutely no upright posts above or below water, and a rubber bumper along the entire edge of the dock, which extends well below the water as well. The float design is the reverse of a boat, with the widest part occurring below the water, so floating dock bumpers don't do the trick. There



Dockhands can be helpful when approaching or departing a dock, as long as the pilot and dockhand are both on the same page.

are numerous options out there from tires to hollow plastic and rubber pads to rubberized tubes, which don't float and extend along the height of the float. Whatever the method, the float should be kept from rubbing along the dock, and the widest part of the float, which sits below the water, should be protected from rubbing on posts or any part of the dock, which sits below water.

Whether you are a seasoned seaplane pilot, an aviation enthusiast who is excited

to experience your first seaplane flight, or somewhere in between, it is important to remember that a seaplane in the air is just an airplane, but a seaplane on water is something quite different from a boat. The Seaplane Safety Institute out of Belle Chasse, Louisiana, has a two-part series of YouTube videos about docking under the title "Seaplane Safety Docking Demo," which provide examples of docking and maneuvering at a dock using a variety of techniques. An experienced, proficient seaplane pilot with good docking skills can make it look as simple as it does in the video, and for the rest of us, we should strive to make it look that easy and above all, keep the people around us and airplanes safe, in that order. □

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MATA Conference Focused On Fuel, Flight & Future of GA

BROOKLYN CENTER, MINN. — Concerned with rising fuel prices, fuel fees and taxes, fuel supplies, and the future of general aviation, business owners and their employees came together for a fact-finding/solution-driven mission at the annual Minnesota Aviation Trades Association (MATA) Conference, March 18-19, 2012 at the Earle Brown Heritage Center in Brooklyn Center, Minnesota.

The conference began with a welcome reception and dinner in honor of Jim Coyne, President of the National Air Transportation Association (NATA), headquartered in Alexandria, Va. Coyne, who will retire at the end of 2012, represents the aviation trades before congressional committees, the Federal Aviation Administration, Transportation Security Administration, and other federal agencies. He works closely with NATA members across the country and the representatives of other aviation organizations, including the National Association of State Aviation Officials (NASAO), National Business Aviation Association (NBAA), Aircraft Owners & Pilots Association (AOPA), and Experimental Aircraft Association



The Minnesota Aviation Trades Association (MATA) recognized Thunderbird Aviation for 50 years of service to the aviation community: (L/R) MATA President Al Lange, Nancy Grazzini-Olson, President of Thunderbird Aviation; Jim Coyne, President of the National Air Transportation Association (NATA); and Jim Sweeney, President of Fargo Jet Center.

(EAA). In recent years, Coyne has worked to develop strong relationships with pro-business, pro-aviation governors and state legislators. Local aviation issues are equally important to Coyne, and he serves on his local airport commission. Coyne presented MATA members with a "Washington Report" following dinner on March 18th, and was one of three panelists who spoke on the topic of "Promoting GA To The General Public," and the keynote luncheon speaker on March 19th.

Joining Coyne on the panel was Bill Blake of AOPA, and Christopher

Roy of the Minnesota Office of Aeronautics.

Bill Blake is a Regional Representative with AOPA, and an active pilot, aircraft owner, and attorney. He flew OH23 and CH34 helicopters as a U.S. Army officer, is past chairman of the Greater Peoria Airport Authority, and the former executive director of the Illinois Aviation Trades Association (IATA). From 1992-99, Blake was the Director of Aeronautics for the State of Illinois, and served on the board of directors of the National Association of State Aviation Officials (NASAO). He accepted his AOPA appointment in 1999.

During the panel discussion, Blake described what the national aviation associations are doing to ensure the future of general aviation, and told attendees what they could do to help. "Use local star power in the same way as AOPA and other organizations have used national celebrities like Harrison Ford to talk to Congressional representatives about the benefits and importance of general aviation," said Blake. Blake also suggested holding open houses at airports, looking for opportunities to speak before local civic groups, becoming a supporter



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of local non-aviation events, and developing a rapport with local media and making it easy for them to do positive stories on general aviation and the local airport.

Blake described how one airport manager and fixed base operator in Wisconsin has researched how Victoria Secret, Harley Davidson, and Gander Mountain have built product charisma and how he has applied these same principles to marketing aviation.

Blake described how a southern Illinois airport actually saved its community's industrial park, because new businesses would not locate there unless the airport stayed open and was improved.

Blake then described how the "Michigan Air Tour" has brought positive publicity to airports throughout the state, and has encouraged local politicians and the media to get involved.

Panelist Chris Roy began his career with the Minnesota Department of Transportation in 1992 in highway project development. Roy's experience is in program management, project management, surveying, right of way acquisition, and design. He was appointed Director of Aeronautics in 2009, where he has overseen and provided direction for state airport system planning, commercial airline service, essential airline service, and FAA reauthorization. Roy is active in the National Association of State Aviation Officials (NASAO).

Roy stated that aviation has a \$12 billion impact on the state of Minnesota through its network of 136 public airports. He described how he meets with 40 state representatives each year to stress the importance of aviation and airports in the state. "Some listen, others do not, but I meet with them each year regardless to keep them informed," said Roy.

Roy went on to describe the State's "Passport Program," whereby pilots fly to at least 125 airports in the state to reach the highest level of



The MATA Board of Directors for 2012: (L/R) Sara Wiplinger, Wipaire; Dave Weiman, Midwest Flyer Magazine; Alex Haak, Thunderbird Aviation; Al Lange, Aircraft Finance; Alison Hunter, NationAir Aviation Insurance; Barb Wiley, Wiley Properties; Michael Lawrence, Key Air-Twin Cities; Bill Ahmann, Twin Cities Aviation; and Greg Mavencamp, Wright Aero.

participation. The "Passport Program" is all about maintaining pilot proficiency and using the Minnesota system of airports for recreation and tourism.

Panelist Jim Coyne reminded everyone that the Federal Aviation Administration (FAA) is no longer mandated to "promote" aviation, so this responsibility now falls entirely on the aviation community. He also noted that the world has created a "virtual world" with laptop computers, iPods and iPads, and encouraged attendees to promote flying as a way to experience the "real world!"

"We have to create a mindset that aviation is a way to experience the real world," said Coyne, and we must compete with other recreational activities, such as snowmobiling, boating and motorcycling.

"A national promotional campaign would cost \$150 million a year, but

local campaigns cost much less, and can be more effective," said Coyne. "We need to decentralize our efforts, and with 5,000 public airports in the country, Washington is not the answer!"

Coyne told the group of aviation business men and women that 9 out of 10 non-aviation businesses have never been contacted as to how they can utilize general aviation, leaving an incredible opportunity for those aviation businesses that want to attract new customers.

The panel discussion gave way to Ron Adams and Jon Ziulkowski of Swift Enterprises of West Lafayette, Indiana, who discussed what they are doing to produce an "alternative fuel" to 100LL. "The company consists of 9 people trying to save the world," said Adams.

Ron Adams is the Fuels Performance Lead with Swift Enterprises, has 30-plus years of experience in aviation, holds an Airline Transport Pilot Certificate, Airframe & Powerplant Certificate, studied forestry at Pennsylvania State University, and aeronautics at Utah State University.

Jon Ziulkowski is Vice President of Renewable Fuels at Swift Enterprises, and head of corporate flight operations. Ziulkowski is the creator of the Swift Fuel project, and holds associate, bachelor and master degrees in aviation from Purdue University.

CONTINUED ON PAGE 51



WATA *Difference*

WISCONSIN AVIATION TRADES ASSOCIATION

FAA Reauthorization – Finally!

by David Mann, President
Wisconsin Aviation Trades Association

Isometimes I am amazed or maybe I should say shocked at the inability of our legislative branch to work together for the good of the United States of America. The entire group of individuals comprising our senate and legislature seem bound and determined to throw compromise overboard and steer the Good Ship USA in two different directions. That being said, should we be upset that it took so long, or should we be excited that the house and senate, after five years of debate and 23 short-term extensions, actually approved a final version of the long-



David Mann

delayed FAA reauthorization bill? By the way, the reauthorization is only for four years, so maybe they should start immediate work on the next reauthorization.

After much research on why the National Mediation Board and the Railroad Labor Act were involved in the FAA reauthorization, the conclusion was reached that not being an attorney, senator or legislator, I had no business attempting to understand why FAA funding has anything to do with making it harder or easier to form a union. It appears that an item that has absolutely no impact on aviation safety or funding was included so that it could be called a compromise when it was dropped and they could pass the bill.

Since 2007, the FAA has operated under 23 short-term extensions. U.S. aviation policy and funding will now have its first long-term legislation

since that date. The President has now signed the bill, which authorizes \$63.4 billion in FAA funding through 2015. The bill includes \$3.35 billion annually for the Airport Improvement Program (AIP).

Some of the highlights are:

1. The legislation requires “NextGen” to be put on a faster track to upgrade the air traffic control system, as well as requiring the FAA to engineer more efficient routes into the nation’s busiest airports. Aircraft that will utilize the busiest routes will have until 2020 to upgrade into compliance with the new system.
2. The federal cap on local PFCs would be kept at \$4.50.
3. TSA must allow private screening companies to be hired by airports unless it can be conclusively shown that TSA is more economical. Chairman John Mica, a Florida Republican, proposed the version of the FAA bill for the house, and has said the TSA should not be screening passengers, but should focus on intelligence gathering and oversight of the private screening companies.
4. There was also language concerning the carriage of lithium batteries on aircraft. The language allowed the legislature to enact no rules against carriage of the batteries that were more strict than those enacted by the United Nations, unless the secretary found that they were starting fires.
5. The FAA must by Sept. 30, 2015, begin permitting unmanned drones controlled by remote operators on the ground to fly in the same airspace as airliners, cargo planes, business jets and private aircraft.
6. Currently at Reagan National Airport in Washington, there can be no more than 12 daily nonstop flights from more than 1,250 miles away. The new bill allows for eight more per day.

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One other item in the bill was to lower the participation by the FAA in the Airport Improvement Program. The FAA will only participate at 90% funding at most smaller airports. The bill will allow for 95% funding if:

1. Unemployment in the area is 1% above the national average.

MATA FROM PAGE 49

Swift Enterprises was established in 2001 to create a biomass-derived, synthetic fuel called "100SF" that has been successfully tested in several aircraft engines. The fuel can be 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, and so far, has shown to be a near straight switch for 100LL for most aircraft engines. Tests conducted by the FAA thus far have shown that an engine performs well and is in better shape than most engines running on 100LL. In addition, Swift Enterprises 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.

The next time you see a sign advertising cheap gas, ask the fixed base operator when they got the last load. Ziulkowski says the shelf life of 100LL is decreasing and can now be as low as 3 weeks. "And auto fuel is not the answer," says Ziulkowski. The quality of auto fuel is supposedly decreasing, there is significantly less specification control when compared with avgas, and the ethanol now added to auto fuel may add a buffer to improve the octane rating, but deteriorates engine components, says Ziulkowski. There are 26 parameters for avgas, and only two parameters for auto fuel or "mogas."

Swift Enterprises is looking to have 100SF certified within the next two years and competitively priced. ASTM International certifies all aviation fuels and not the FAA.

ASTM International, formerly known as the American Society for Testing and Materials (ASTM),

2. The area has actual or anticipated severe unemployment.

3. The area is having economic adjustment problems.

4. The area per capita income is 80% or less than the national average.

With the cutback from \$3.55 billion to \$3.35 billion, the Wisconsin

is a globally recognized leader in the development and delivery of international voluntary consensus standards. Today, some 12,000 ASTM standards are used around the world to improve product quality, enhance safety, facilitate market access and trade, and build consumer confidence.

Returning to the podium as the keynote speaker, NATA's Jim Coyne told a crowd of 400 aviation business men and women, and aviation technicians, how important they were to the air transportation industry, and that each and every one of them have to work with other professionals and general aviation pilots to promote the industry if it is to prosper.

During the luncheon, Thunderbird Aviation with locations at Flying Cloud Airport in Eden Prairie, Minn. and Crystal Airport in Crystal, Minn., was recognized for 50 years of service to the aviation community. Accepting the award was the president of Thunderbird Aviation, Nancy Grazzini-Olson.

Following the luncheon, Dale Klapmeier, co-founder and CEO of Cirrus Aircraft, located in Duluth, Minnesota, presented the history of his company, which began in a small

Bureau of Aeronautics (BOA) estimates it will lose about \$4 million per year in AIP funding. The BOA has agreed to raise the state share of grants from 2.5% to 5%, which would leave 5% to airports. BOA also estimates that the first grants will be available in late April or early May.

hangar at the Baraboo, Wisconsin airport in 1984, to give MATA members ideas on how they might market their businesses.

From the beginning, Cirrus Aircraft has been committed to the future of aviation, to smart safety and most adamantly, to innovation to break the barriers that have up to now prevented many people from owning an aircraft. The company manufactures the SR20 and SR22 all-composite piston and turboprop aircraft, and its Vision SF50 personal jet is currently under development. Cirrus has manufactured and sold more than 5,000 aircraft to date.

Gary Schmidt, the Director of Reliever Airports with the Metropolitan Airports Commission (MAC), was the final speaker. MAC reliever airports are strategically located around Minneapolis-St. Paul International Airport, and include St. Paul Downtown, Flying Cloud, Anoka County-Blaine, Crystal, Lake Elmo, and Airlake.

Schmidt discussed why MAC feels the minimum standards for operators need to be updated, what will be contained within the amended

CONTINUED ON PAGE 55

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It's About Spring!

by Chris Roy, Director
Mn/DOT Office of Aeronautics

Well, spring is on the horizon and I know that pilots who haven't flown since the beginning of winter are getting excited to get back in the air. Though this passing winter has not been too harsh, it still had some days that chilled you to the core. But the days are getting noticeably longer and in a few weeks we won't have to think about freezing temperatures or ice...at least not at the surface level.

All this drives us to get outdoors and take pleasure in the boundless beauty that can be experienced through flight. Just imagine flying over the prairie and seeing vast fields full of spring clover and trillium. Picture the many sparkling lakes surrounded by wetland grasses that wave gently in the breeze. This kind of beauty cannot be as fully appreciated until you fly!

This "season of renewal" is also a great time to renew or upgrade your pilot certificate. Go talk to your favorite flight instructor and make your plans to enhance your flying, today! What better way is there to enjoy the beauty of the coming seasons than by flying? What better way can you find to expand the enjoyment of flight than by improving your skills or stepping up to the next pilot certificate level and maybe even a larger, faster aircraft?

Spring is also the perfect time to participate in the "Adopt-An-Airport Program." It follows that one person and/or one group of people can enhance the beauty and value of their airport for their community by adopting that airport. Any public-use airport in Minnesota is eligible to participate in the program, and it provides a means by which communities may become involved in their local



Chris Roy

airports and assist in the maintenance and beautification of their airport facilities. Check it out at: http://www.dot.state.mn.us/aero/aved/adoptanairport/adopt_airport.html

I have one more important thing to share with you. This season of renewal is also an excellent point in time for every aviator, or anyone that has a significant interest in aviation, to begin preparing themselves not only for flight, but also for sharing the facts about aviation with...well...everyone in their community. If we want to continue to make aviation grow or at the very least maintain what we have, we need everyone out there in the community telling the story of aviation. It is a must that you keep your elected officials (local, county and state) well informed about the value and importance of aviation in your city, town or village.

Only you can tell the story of aviation locally with the local flavor that will drive the clear message to the elected officials. Only you can voice the issues with a level of intensity and depth that demonstrates the importance of aviation to those in community, county and state leadership. Remember one person can make a difference.

Our office has a recent publication titled "Aviation In Minnesota," to help you do just that! It shows the important roles aviation plays in Minnesota. Contact our office and request free copies. You can also access the publication online at: <http://www.dot.state.mn.us/aero/>. Scroll down toward the bottom of the page. You can download the copy (pdf) right there.

Enjoy the coming spring!



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Passport - Fly Minnesota Airports

Minnesota's "Fly Minnesota Airports" Passport program is sponsored by the MnDOT Office of Aeronautics and Minnesota Council of Airports (MCOA) to promote flying in Minnesota. The program

rewards pilots who fly to Minnesota's publicly-owned airports, attend FAA safety seminars, and visit Minnesota's aviation museums. To participate, go to <http://www.dot.state.mn.us/aero/aved/Passportprogram/Passport.html>. Pilots completing all steps can earn a leather flight jacket! □



Major Gilbert Field
Madeline Island, Wisconsin



John F. Kennedy Memorial Airport
Ashland, Wisconsin

Destination Bayfield, Wisconsin

by Dave Weiman

A re-cap of some of the sites noted in the article published in the February/March 2012 issue of *Midwest Flyer Magazine*.

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.

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.

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. Kayaking the

sea caves along the Apostle Islands National Park lakeshore is a must! There are also many waterfalls in the area worth exploring.

For evening entertainment, try the “Lake Superior Big Top Chautauqua (sha-ta-qwa) Tent Show,” nestled at the base of Mt. Ashwabay Ski Hill, 3 miles south of Bayfield, Wisconsin, overlooking Lake Superior and the Apostle Islands National Lakeshore.

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 fly directly to Madeline Island, and do not feel like walking the 2 miles from Major Gilbert Field (4R5) to La Pointe, contact either your lodging host, or airport manager Michael Dalzell at 715-747-2785.

For information on bicycle and moped rentals on Madeline Island, contact “Motion To Go” at 715-747-6585. Call them when you arrive, and they will pick you up at the airport, providing you rent a bike or moped. Bicycle rental is also available in Bayfield at “Bayfield Bike Route.”

For additional information on Bayfield and Bayfield County, refer to www.bayfield.org and www.bayfieldcounty.org. □

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Hot Spots At Wisconsin Airports

by Jeffery Taylor

Aviation Consultant

WisDOT Bureau of Aeronautics



Jeffery Taylor

A “hot spot” at an airport is not just a great place to get a \$100 hamburger, but rather a location on the airport where there is an increased risk of collision or runway incursion, and where increased awareness by pilots is necessary.

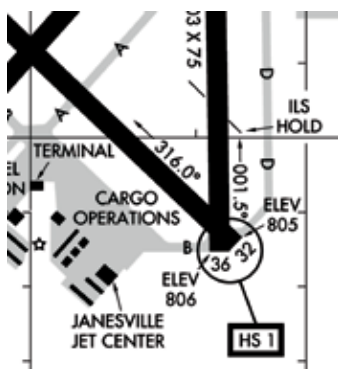
Typically, it is a complex or confusing taxiway-taxiway or taxiway-runway intersection. A confusing condition may be compounded by a miscommunication between a controller and a pilot, and may cause an aircraft separation standard to be compromised. The area may have a history of surface incidents or the potential for surface incidents.

In Wisconsin, there are six locations identified by the FAA Runway Safety Program as hot spots. They include:



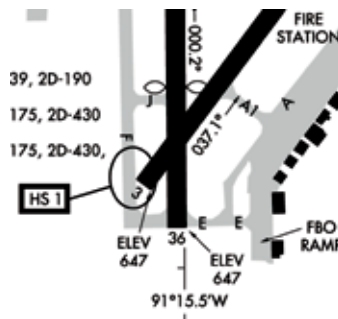
Outagamie County Regional (ATW) where taxiways A, B and C meet in a complex intersection.

Chippewa Valley Regional (EAU): Multiple converging taxiways meet near the intersection of runways 22 and 32.



Southern Wisconsin

Regional (JVL): Runways 32 and 36 approach ends are closely aligned and may be confused when lining up for departure. If you set your heading bug to your departure runway heading when assigned by ATC, you will have confirmation you are taking off on the correct runway when you line up in position for takeoff.



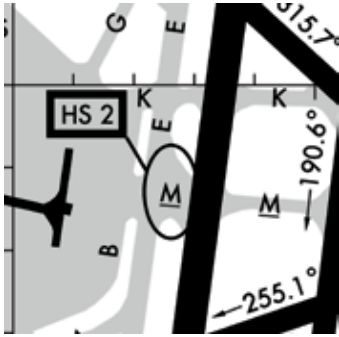
La Crosse Municipal

(LSE): The runway 36 hold position is set back on taxiway F well before the approach end of 36 so you will not enter the runway 03 safety area.



General Mitchell International (MKE):

The first hot spot is where pilots taxiing northbound on taxiway E for an intersection departure on runway 19R at taxiway V can end up entering runway 07L-25R if they miss the right turn for taxiway V. To avoid a runway incursion, pilots on taxiway E should use extreme caution approaching runway 07L-25R.



General Mitchell's other hot spot is in the area of taxiway M and runway 01L-19R. The pavement widens out as the taxiway approaches the runway and may cause confusion.

You can find more information about hot spots in other states in the current FAA Airport/Facility Directory (A/FD). Hot spot descriptions, along with associated airport diagrams, are provided in the back of each directory.

By identifying hot spots, it is easier for pilots to plan the safest possible path of movement in and around an airport. Planning is a crucial safety activity for airport users — both pilots and air traffic controllers alike. Proper planning helps avoid confusion by eliminating last-minute questions and building familiarity with known problem areas. □

Shannon Clary

*Equal Rights Officer
Bureau of Aeronautics
Wisconsin Department of Transportation*

Shannon Clary joined the Bureau of Aeronautics (BOA) in the fall of 2011 as a senior equal rights officer. Shannon works closely with BOA project managers, consultants and contractors to resolve labor compliance issues on airport construction projects. Her role is to ensure that airport construction projects meet contract requirements for prevailing wages, payments to subcontractors and non-discriminatory practices, which includes auditing for Equal Employment Opportunities (EEO), Title VI, Title VII compliance and managing the bureau's Disadvantaged



Shannon Clary

Business Enterprise (DBE) program.

Shannon has worked at WisDOT since 2010. She was a labor compliance coordinator for the department's Division of Transportation Systems Development. Shannon monitored labor compliance issues for the American Reinvestment and Recovery Act (ARRA) for the highway program in the state's Southwest Region.

Shannon has a unique position in the State of Wisconsin. She is the only Equal Rights Officer (ERO) staff member who covers an entire state for airport labor compliance. At this time, no other state has a compliance officer with this breadth of responsibility.

In her free time, Shannon enjoys playing pool, watching shows at Madison's Barrymore Theatre, and most of all, spending time with family in the Madison area.

For questions regarding labor compliance, please contact Shannon at shannon.clary@dot.wi.gov or call (608) 264-7607. □

MATA FROM PAGE 51

standards, and the process MAC will follow for their adoption. Schmidt welcomed dialogue on the topic to get feedback on the needs and concerns of the impacted commercial operators.

The annual meeting of the Minnesota Aviation Trades Association resulted in the election of new directors to replace vacancies created by Greg Reigel of Reigel Law Firm of Hopkins, Minn., and Mark Plummer of Allianz Aviation Managers of Eden Prairie, Minn. Both men served the organization for many years. Elected for 3-year terms to the 9-member board were Barb Wiley of Wiley Properties of Osseo, Minn., and Alison Hunter of NationAir Aviation Insurance at Flying Cloud Airport, Eden Prairie, Minn.

Barb Wiley grew up in an aviation family, and started her professional pilot career as a flight instructor and flying charter at Crystal Shamrock at Minneapolis-Crystal Airport in 1968. She graduated from the University of Minnesota with a degree in education and taught first and second grade

for 3 ½ years. North Central Airlines hired her in 1974, where she achieved the rank of "captain" in the Convair 580, DC-9, Airbus 320, and Boeing 747 before retiring in 2005. Wiley Properties, which her father started in 1954, has rental units, including 100 hangars at Minneapolis-Crystal Airport.

Alison Hunter's professional experience includes work as a flight dispatcher at Western Michigan University College of Aviation, an internship at Gerald R. Ford International Airport, and as a service representative at Northern Air, a full-service fixed base operation in Grand Rapids, Michigan. She is an active member of several national and regional aviation associations, holds a private pilot certificate and an instrument rating, and a Bachelor of Science Degree from Western Michigan University.

For additional information on the Minnesota Aviation Trades Association, refer to its website: www.mnaviationtrades.org. □



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



Washington Island Airport (2P2), Washington Island, Wisconsin

Door County, Wisconsin & Washington Island... The Cape Cod of The Midwest!

Pilots looking for a northern Wisconsin destination should consider flying to Ephraim-Gibraltar Airport (3D2), Ephraim-Fish Creek, Wisconsin, in the Door County

by Dave Weiman

**A Recap of the Article Published In The
April/May 2011 Issue of
Midwest Flyer Magazine**

Peninsula, or to Washington Island Airport (2P2) on Washington Island, across the bay from the peninsula.

There is an array of activities, from water sports, bicycling miles of bike trails, golfing, fine and casual dining, a drive-in theatre and live Broadway-quality theatres, boat cruises and ferry rides over to nearby Washington Island and Rock Island, lighthouse tours and historical museums, caves, quality shops – both art and antique – and wonderful scenery. There's the turquoise blue waters of Lake

Michigan to the east of the peninsula, and Green Bay to the west; hilly topography with rock outcroppings; and beautiful green deciduous and pine forests. Lake Michigan is the second largest of the five Great Lakes, and the only one located entirely within the U.S.

The Ephraim-Gibraltar Airport (3D2) has two runways: Rwy 14/32, 2700 X 60 feet (paved), and Rwy 01/19, 2345 X 80 feet (turf). There is a modern self-service fuel system, and tie-downs are \$10.00 per night. Restrooms are open 24/7, and bicycles are available for your use, *free of charge*. For additional information or assistance with ground transportation, call 920-854-9711 (www.friendsofephraimgibraltarairport.com).

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Where To Stay?

There are lots of great places to stay at rates to meet everyone's budget, from your typical hotels and lodges, to bed and breakfasts fit for a king and queen.

Pilot and aircraft owner, Martin Franke, is one of the owners of the **Pine Grove Resort** in Ephraim, one of few remaining resorts that still offer waterfront access and a private beach exclusively for guests. Each room at the Pine Grove Resort has a balcony overlooking Eagle Harbor, and there's an indoor pool and exercise room. For reservations call 800-292-9494 (www.pinegrovedoorcounty.com).

Another great place to stay when visiting Door County is the Bay Shore Inn in Sturgeon Bay, Wis. The Bay Shore Inn property was originally the Hanson farmstead. Door County at the turn of the century was known for its dairy farms, cherry orchards, ship building and stone quarries. In the 1920s, the Hanson family decided to pursue a different line of work and joined the growing recreation resort industry with their 600 feet of bay shore frontage. The barn was converted into a guest lodge, which opened for business in 1922. Over the years, as the business succeeded and grew, additional housing units began to dot the property. In 1985, Duke Hanson passed away and the new owners decided it was time to recreate the business in line with the trends in the resort industry. In 1991, the new Bay Shore Inn with its present condominium buildings began a new tradition.

The historic Bay Shore Inn is located on the shores of Sturgeon Bay and is only 2.5 miles north of downtown Sturgeon Bay. The Bay Shore Inn is known for its gorgeous flower gardens, beautiful sunsets, well-kept buildings and grounds and relaxing atmosphere. All suites have a view of the water; there is also a sand beach with boats and kayaks or chairs and loungers to just relax. Amenities include outdoor and indoor heated

pools, a heated whirlpool, a fire pit on the beach, game room, fitness center, tennis court and bicycles. Complimentary wireless Internet is available in all suites. For additional information, call the Bay Shore Inn at 800-556-4551 or (920) 743-4551, and visit them on the web: www.bayshoreinn.net. Sturgeon Bay is located approximately 30 miles south of Ephraim-Fish Creek Airport, so you may want to fly into Door County Cherryland Airport (SUE) in Sturgeon Bay if you plan to stay at the Bay Shore Inn.

A special event in the fall is the **"Pumpkin Patch Fest"** in Egg Harbor the first part of October. The event provides family fun, storytelling for the kids, children and outdoor adult entertainment, sweet corn, pumpkin pie, cider, beer and brats. The **Sister Bay Fall Festival**, held in mid October, features an antique boat show, music and food. Be sure to check the Door County website for a complete calendar of special events and additional information: www.doorcounty.com.

Washington Island Airport (2P2) Washington Island, Wisconsin

Off the tip of Door County is **"Washington Island,"** known for its annual fish boil, held in mid July, and sponsored by the Lions Club. Washington Island is Wisconsin's largest island (36 square miles) and dubbed "The Crown Jewel" of Door County. The island is located "north of the tension line" (the line marking

the halfway point between the Equator and the North Pole). Founded in 1850, the island became home to immigrants who established the second oldest Icelandic settlement in the U.S. While there is a ferry between the peninsula and Washington Island, I recommend flying to the island and landing at Washington Island Airport (2P2). The French named the treacherous waters separating Washington Island from the Door County Peninsula, "Portes des Morts" or Door of Death. This is where Door County gets its name. One day a group of 350 Pottawatomie Indians tried canoeing between the Door County Peninsula and Washington Island and drowned in the process.

Washington Island Airport (2P2) was established in 1935. There are two turf runways: Rwy 14/32, 2230 X 150 feet, and Rwy 04/22, 1300 X 125 feet. There is no fuel on Washington Island, and the tie-down fees are \$3.00 for singles and \$5.00 for twins per day, or \$15.00 per week. Walt Nehlsen is the airport manager, and he and his son, Peter, have a wonderful collection of antique John Deere tractors. Walt can be reached at 920-847-2448 (airport), or 920-847-2147 (home). Be sure to visit www.WashingtonIsland-wi.gov or www.VisitWashingtonIsland.com, or call the Washington Island Chamber of Commerce for additional information at 920-847-2179.

The first aviator on Washington Island was Claude C. Cornell, son of veteran fisherman John W. Cornell of

CONTINUED ON PAGE 62



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Contact Judy Meyers at 800-657-3922
or judy.meyers@state.mn.us. Website:
www.dot.state.mn.us/aero
- 15* ASHLAND (3G4), OHIO** - Homemade Pies
with Ice Cream. 9am-4pm - donations



2012

Contact
Clay Adams
612-867-6022
clay@nostalgicwings.com
www.americanbarnstormertour.com

August 9-11 - Fargo, ND

Fargo Air Museum - Kfar

August 12-14 - Brainerd, MN

Brainerd Lakes Regional Airport - KBRD

August 16-18 - Eau Claire, WI

Chippewa Valley Regional Airport - KEAU

August 19-21 - Manitowoc, WI

Manitowoc County Airport - KMTW

August 23-26 - DeKalb, IL

DeKalb Taylor Municipal Airport - KDKB



accepted.

- 17-20* DAYTON, OHIO** - 70th anniversary of the
Doolittle Tokyo Raid at the National
Museum of the U.S. Air Force.
www.nationalmuseum.af.mil
- 21 SAINT CLOUD (STC), MINN.** - STC Airport
Day from 9am-2pm. BBQ Chicken
Sandwiches & Chicken Tenders for the
kids. Youth Activities. Aircraft Displays
& Exhibitors. mije0804@stcloudstate.edu
- 21* LEE'S SUMMIT (LXT), Mo.** - Pancake
Breakfast 8:30am-Noon. www.eaachapter91.org
- 21* SIOUX FALLS (Y14), S.D.** - Breakfast
8-10:30am at the Marv Skie-Lincoln
County Airport. 289EAAchapter.org
- 22* SAVOY (KCM), ILL.** - Pancake Breakfast
7:30am-12:00pm. <http://www.facebook.com/events/267799933289239/>
- 25-26 WEST DES MOINES, IOWA** - Iowa Avia-
tion 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
- 28* MINNEAPOLIS, MINN.** - Sun Country
Airlines will host a one-day trip to
Udvar-Hazy National Air & Space
Museum for \$269.00 round trip. Leave
MSP at 6:30 am and return at 9:10 pm.
The trip includes round trip airfare and
bus transportation from the terminal at
Dulles to the museum, and museum
pass. For reservations call Sun Country
Airlines at 800-359-6786 or 651-905-
2737. For more info www.midwestflyer.com/?p=4521
- 28* EFFINGHAM (1H2), ILL.** - Food & drinks
7-11am. Transportation to events in
town.
www.co.effingham.il.us/airport.html
- 28* OSHKOSH (OSH), Wis.** - FAA
Safety Seminar. http://www.faasafety.gov/spans/event_details.aspx?eid=43690&caller=/spans/events/EventList.aspx

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.

- 13* ROMEOVILLE (LOT), ILL.** - Eggs & Sau-
sage Breakfast 7am-Noon.
www.15.eaachapter.org
- 19 BELOIT (44C), Wis.** - Pancake Breakfast
7-11am & Auto Show. 815-985-0717.
- 19* LEE'S SUMMIT (LXT), Mo.** - Breakfast
8:30am-Noon. www.eaachapter91.org
- 19-20 BLAINE (ANE), MINN.** - POSTPONED
- 20* JOLIET (JOT), ILL.** - Joliet Airport Festival
2012 - 8am-3pm. 815-741-7267.
- 20* TAYLORVILLE (TAZ), ILL.** - Breakfast
7-11am.
- 21* BATAVIA (I69), OHIO** - Sporty's Annual
Open House & Fly-In at the Cleremont
County Airport 10am-3pm.
- 22-23 ST. CHARLES, ILL.** - Illinois Aviation Con-
ference at Pheasant Run Resort. Open-
ing 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.
- 26-27* COLUMBIA, Mo.** - Theme Eternal
Vigilance - Annual Salute to Veterans
Celebration. www.salute.org
- 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* ALEXANDRIA (AXN), MINN.** - Pork Chop
Lunch 10am-2pm. 320-760-7175. Rain
date 3rd.
- 2* POPLAR GROVE (C77), ILL.** - Lunch at the
Poplar Grove Vintage Wings & Wheels
Museum 11:30am - 1pm.
- 2* CAMP DOUGLAS, Wis.** - Volk Field ANG
Base Open House Fly-In & Air Show.
Pilot refresher seminars sponsored by
the Wisconsin Bureau of Aeronautics &
FAA. PREREGISTRATION REQUIRED
of all fly-in aircraft. Contact TSgt Kevin
Lukas at 608-427-1445 or go to http://www1.mysignup.com/cgi-bin/view.cgi?datafile=volk_field. Gates open at
6:30 am. Airport open for arrivals begin-
ning at 9 am. FAA/WISDOT seminars:
10:30 am. Airfield closes & Air Show
begins: 12:30pm. Airfield re-opens: 1:30
pm. FAA/WISDOT seminars 1:30 pm.
Airfield closes: 5:00 pm.
- 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.** - 20th year
"Thunder on the Lakeshore" air show.
Performers: John Mohr, Fowler Cary,
AeroShell Team, The HopperFlightJet
Demonstration Team, John Klatt, Bob
Davis, Jim Maroney, US Navy F18-
Hornet, Dr. Bill Blank, Manfred Radius,

T6 Texan II, Tuskegee Airmen TA-292, AC-47 Gunship, Magician Bill Hunter & the Ornithopter. 920-482-1650.

www.ThunderOnTheLakeshore.com

- 2-3* **BOLINGBROOK (1C5), ILL.** - "Cavalcade of Planes" - displays of new planes.
- 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.
- 3* **SOUTH ST. PAUL (SGS), MINN.** - Fleming Field Fly-In & Seminars. Go to www.flemingfield.com to register for seminars.
- 3* **NOBLE (OLY), ILL.** - Airplane Shaped Pancakes 8-11am. On display Light Sport, Homebuilt, and Factory built Airplanes.
- 3* **JUNEAU (UNU), Wis.** - Wings & Wheels Pancake Breakfast. 920-386-2402.
- 3* **FORT ATKINSON (61C), Wis.** - Breakfast Extravaganza 7:30am to 11:30am.
- 9* **JACKSON (JXN), MICH.** - Pancakes, Sausage, Scrambled Eggs Breakfast 7am-Noon. www.eaa304.com
- 9-10* **MANKATO, MINN.** - **At the Mankato Regional Airport. The show will feature the U.S. Navy Blue Angels, the Black Daggers, Aero Shell Team, Dave Dacy Wingwalking, Julie Clark, Sean D. Tucker, John Mohr, warbirds and flybys. 507-389-3000.**
www.mnairspectacular.com
- 10* **FERGUS FALLS (FFM), MINN.** - Dads Belgian Waffles.
- 10* **RUSH CITY (ROS), MINN.** - Pancake Breakfast, 8 to Noon.
- 10* **ANN ARBOR (ARB), MICH.** - Breakfast 8am-Noon.
- 10* **MONTEVIDEO (MVE), MINN.** - Breakfast & Classic Car Show 8:00am-1:00pm. monteair@gmail.com, 320-269-4829.
- 10* **WATERTOWN (RYV) Wis.** - Ninety-Nines' Pancake Breakfast 7:00-11:30 am. Airplane rides, static displays & more!
- 10* **Rock Falls (SQI), ILL.** - Pancakes, ham or sausage breakfast at the Whiteside County Airport 7am-Noon rain or shine.
- 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.
- 16* **NOBLESVILLE (I80), IND.** - Pancake Breakfast at a well maintained grass strip.
- 16* **LEE'S SUMMIT (LXT), Mo.** - Pancake Breakfast 8:30-Noon.
- 16* **WEST BRANCH (Y31), MICH.** - Breakfast & Lunch 8am-Noon.
- 16* **CHARLTON (CNC), IOWA** - Breakfast 7am-

Noon. 641-774-4059.

- 16-17* **NORFOLK (OFK), NEB.** - Nebraska Airfest & 2012 State Fly In.
www.nebraskairfest.com
- 17 **STANTON (SYN), MINN.** - Breakfast 7am-Noon. 507-645-4030.
- 17* **CANTON (1D2), MICH.** - Breakfast at Mettetal Airport 7-11am.
- 17* **HUTCHINSON (HCD), MINN.** - Breakfast 8-11am. Pork Chop Dinner 4-7 pm. 320-587-3802.
- 17* **CRYSTAL (MIC), MINN.** - Annual Father's Day Open House and Fly-In 8am to 3pm Breakfast and Lunch.
wgabbarb@thunderbirdaviation.com
- 17* **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am.
- 22-24 **INDIANAPOLIS (MQJ), IND.** - Airshow USAF Thunderbirds. 317-487-5004.
- 22-24* **ROYALTON (38WI), Wis.** - WI Powered Parachutes Fly-In at Northport Airport (Poppy's Field).
- 24* **ST. CLOUD (STC), MINN.** - Granite City Festival Fly-In Pancake/Sausage Breakfast 8am-1pm. 320-253-6400.
- 24* **ARKIN (KAIT), MINN.** - Fly-In/Classic Car Show - 7am-3pm. Wildrice Pancake Breakfast - 7-11am, Brat & Burger Lunch 11am-3pm. 218-927-7069.
- 27-7/1 **BATTLE CREEK (BTL), MICH.** - Air Show & Balloon Festival. 269-962-0592.

JULY 2012

- 1* **AUSTIN (AUM), MINN.** - Breakfast 7am-1pm. 507-433-7115 or 507-433-1813.
- 3 **DUBUQUE (DBQ), IOWA** - Dubuque Air Show & Fireworks. 563-690-0815.
- 3-4 **St Louis, Mo.** - Fair St Louis Airshow. 314-275-1002.
- 5-8* **ALLIANCE (2D1), OHIO** - Taylorcraft-Aeronca Grassroots. 7th & 8th Breakfast 7am. www.barberaircraft.com

- 6-7 **PHILLIPS (PBH), Wis.** - Aerobatic Show Cancelled for 2012. The Float-In & Fly-In WILL STILL BE HELD on the 7th.
- 7* **PHILLIPS (PBH), Wis.** - Breakfast Buffet 8:30-11:30 a.m. at Harbor View Pub & Eatery and dance in evening.
- 7 **POPLAR GROVE (C77), ILL.** - Lunch 11:30am-1pm at Vintage Wings & Wheels Museum.
- 7* **MADISON, Wis.** - **Ladies Must Swing At Wisconsin Aviation, Dane County Regional Airport. It will be a fund raiser for Honor Flight.**
- 7-8 **TRAVERSE CITY (TVC), MICH.** - National Cherry Festival Airshow.
- 7-8 **DAYTON (DAY), OHIO** - Vectren Dayton Air Show. 937-898-5901 x 133.
- 7-8* **WATERLIET (40C), MICH.** - Weekend Fly-in 7th Steak Lunch 11am-4pm. 8th Pancake Breakfast from 7-11am. Camping by plane with bonfire on 7th.
- 15* **MIDDLETON (C29), Wis.** - **Pancakes, Eggs cooked to order, Sausage Breakfast 7:30am to Noon (rain or shine) at the Middleton Municipal Airport/ Morey Field. www.EAA1389.org**
- 20-21* **Rock Falls (SQI), ILL.** - Warbirds Over Whiteside. Static display of WWII and later military aircraft. Food available.
- 21-22 **Sioux Falls (FSD), S.D.** - U.S. Navy Blue Angels. 605-331-1111.
- 22* **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am.
- 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.



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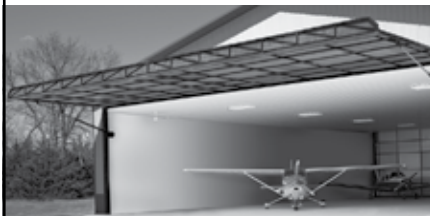


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HANGAR FOR SALE - 42 x 60 feet. Located At Benson's Airport, White Bear Lake, Minnesota: \$65,000. Call 651-426-9840.

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**.

1978 PIPER ARROW III, 5100 TT, 1425 SMOH, Garmin 430, engine heater, options, \$54,900; 1974 CESSNA 172M, high time airframe and engine, runs and flies good, IFR, \$21,000. Gran Aire Inc., Milwaukee, Pete, 414-461-3222 262-533-3056 Pete.Harriet@gmail.com

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1979 Cessna 421C Golden Eagle – 4250TT, 850 SRAM, Garmin 530/430, KFC-200, Dual HSI's, Recent Glass Windshield, JB Air. Solid corporate aircraft! **\$375,000**



2006 Cirrus SR22-GTS – Avidyne FliteMax Entegra glass cockpit, dual Garmin 430s, 55X autopilot, Skywatch! Stormscope! XM weather! TKS ice protection! Terrain! Charts-capable, Service Center-maintained since new, 1475 TT. 25 SMOH. Leaseback to Wisconsin Aviation wanted! **\$269,000**



1966 Piper Cherokee 6-260 - Only 3445 TTSN, 1548 SMOH, KCS-55A HSI! S-Tec 50 Autopilot! BFG WX-900 Stormscope! KLN-89B GPS, 1467 lbs. useful load. Great aerial SUV! **Reduced to \$62,500!**



1975 Piper Arrow II - 7525 TT, 1935 SMOH, Dual GPS, Autocontrol IIIB. Runs great! Same operator for past 23 years! **\$42,500**



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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TIMMERMAN FROM PAGE 11

be assuming the CEO position from Dr. Bruce Bressler, who is retiring after 10 years with the company.

Timmerman's new role will include developing and implementing the long-term goals of Jet Air. Educating the community on the advantages of having an international airport in the Green Bay area will be a

large focus area.

Under Timmerman's direction, Jet Air completed construction of a 29,000 square foot state-of-the-art facility in 2010, and added new aircraft to its fleet. In addition, Jet Air partnered with Lakeland College on a four-year aviation program and recently added an FAA-certified flight simulator and helicopter training to its

flight school.

Bressler will stay on as chairman of the board of directors and will oversee the FAA medical examinations of pilots at Jet Air. Other staffing changes include Joe Megna, Sr., who will become general manager of the maintenance division, and Joe Saunders is the new director of operations for the flight department. □

DOOR COUNTY FROM PAGE 57

the fishing firm J.W. Cornell & Sons. Cornell owned a cabin-class Stinson, powered by a 125 hp Kinner engine. Cornell received his flight training at Walter Arntzen of U.P. Air Associates of Escanaba, Michigan in 1933.

On Washington Island, there's the **Cherry Train** narrated tour, the **Art & Nature Center**, **Farm Museum**,

Stavkirke Church, and Schoolhouse Beach

(www.cherrytraintours.com). To get picked up at the airport, call Richard Purinton of the Cherry Train at 920-847-2546.

To reach **Rock Island State Park** across the bay from Washington Island, you board a ferry at Jackson Harbor for a short 15-minute ride to Rock Island. From there you can take

a walking tour of this primitive 912-acre pedestrian-only island featuring the **Pottawatomie Lighthouse** (Wisconsin's oldest lighthouse); stone buildings built by a wealthy inventor who owned the island between 1910-45; and hike 10 miles of trails, a one-mile interpretive trail, and 5,000 feet of beach. □

AUGUST 2012 CONTINUED

- 4 YPSILANTI (YIP), MICH. - Thunder Over Michigan. 734-637-8880.
- 5* CHETEK (Y23), WIS. - BBQ Fly-In and Antique Boat Show at Southworth Municipal Airport 10:30am-2:30pm.
- 9-11* FARGO (FAR), N.D. - 2012 American Barnstormers Tour at the Fargo Air Museum. Travel Air or New Standard Vintage Biplanes Rides. www.AmericanBarnstormersTour.com
- 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.
- 12-14* BRAINERD (BRD), MINN. - American Barnstormers Tour 10-6 daily. Only Minnesota stop for 2012. Mike Petersen 612-750-2981. Winger701@gmail.com
- 15-19 MINNISKA, ONTARIO CANADA - Canadian Fishing Fly-Out at Miminiska Lodge. 196 nm north of Thunder Bay, Ontario. Contact Joe Pichey 866-984-1705 or

joe@wildernessnorth.com

- 16-18* EAU CLAIRE (EAU), WIS. - 2012 American Barnstormers Tour at the Chippewa Valley Regional Airport. Aircraft static display with crews in period costumes; aircraft signage, historical information, and vintage props; daily afternoon; daily biplane rides for sale. 715-839-6241. cspeich@clearwire.net
- 17-18* ALPENA (APN), MICH. - Wings Over Alpena.
- 18* FOREST LAKE (25D), MINN. - Corn on the Cob, Brats & Ice Cream along with a Car Show at Daniel Deponti Memorial Airport south end 10am-4pm.
- 18-19 CHICAGO, ILL. - City of Chicago Air & Water Show. 312-744-9537.
- 19* TAYLORVILLE (TAZ), ILL. - Breakfast 7-11am.
- 19-21* MANITOWOC (MTW), WIS. - 2012 American Barnstormers Tour. Travel Air or New Standard Vintage Biplane Rides. www.AmericanBarnstormersTour.com
- 23-26* DEKALB (DKB), ILL. - 2012 American

Barnstormers Tour. Travel Air or New Standard Vintage Biplane Rides. http://www.americanbarnstormertour.com

- 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.
- 26* JUNEAU (UNU), WIS. - Pancake Breakfast. 920-386-2402

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