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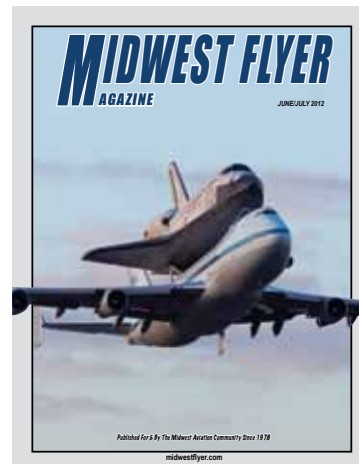
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ON THE COVER: "Discovery" and its Boeing 747 companion "Pluto 95" takeoff from the Kennedy Space Center in Orlando, Florida, the morning of April 17, 2012, and make a final flyby before flying to Washington Dulles International Airport. Upon their arrival at Dulles, Discovery was removed from the Boeing 747 and placed on permanent display at the National Air and Space Museum's Steven F. Udvar-Hazy Center in Chantilly, Virginia. Complete coverage of this historic event, beginning on page 29.

NASA Photo



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July 1	August - September
September 1	October - November

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EAA AirVenture Oshkosh – Where Something Special Is Waiting For You!

by Dave Weiman

No sooner than one EAA

AirVenture Oshkosh ends, we are thinking about the one to come. This is especially true for EAA President & CEO

Rod Hightower and the rest of the folks at EAA headquarters. But it is also true for everyone involved, beginning with we members who attend, the exhibitors who make the event possible, and to those who participate – the volunteers, speakers, and the performers who entertain us in concerts and in the air.

This year's event to be held at



Wittman Regional Airport in Oshkosh, Wisconsin, July 23-29, 2012, will be special if you take advantage of the activities available to you.

Let's begin with the "mass arrivals" of aircraft.

Each year, aircraft of like make and/or model will organize so they can fly in together and park in the same general area on Wittman Field. This year, Piper Cherokees will arrive on Friday, July 20 at 1:00 p.m.; Bonanzas will arrive on Saturday, July 21, also at 1:00 p.m.; Cessnas will arrive on Saturday, July 21 at 2:30 p.m.; Mooneys will arrive on Saturday, July 21 at 4:00 p.m.; and RVs will arrive on Sunday, July 22 at 1:30 p.m. Regardless of the aircraft we fly, many of us enjoy getting together with others who fly the same aircraft to share information and

socialize, and the mass arrivals provide that opportunity. Just watching aircraft of any type get in line in the air and land at Wittman Regional Airport, one after the other, is entertaining, and listening to the radio transmissions adds to that experience.

Daily highlights will include a salute on Sunday, July 22, to Paul and Audrey Pobereznys, who founded EAA 60 years ago. Ask yourself where General Aviation would be today if it were not for the Pobereznys and EAA. They have done more for GA than we will ever know.

The ever-popular RV and its founder, Dick VanGrunsvan, will be saluted on Monday, July 23, as Van's RV Aircraft celebrates its 40th anniversary. Also on Monday, there will be the opening day air show beginning



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at 3:30 p.m., presented by Rockwell Collins, followed by a concert by the "Steve Miller Band" beginning at 7:00 p.m., presented by Ford Motor Company.

Tuesday, July 24, the 75th Anniversary of the Piper J-3 Cub will be celebrated.

Wednesday, July 25 will include a tribute to "The Greatest Generation in the Air," with salutes to the Doolittle Raiders and Tuskegee Airmen. There are only a handful of Doolittle Raiders still living, and you can see them and hear their stories during EAA AirVenture.

Thursday, July 26 is "Jet Day."

Friday, July 27 will be EAA's "Salute To Veterans," featuring Tora! Tora! Tora!, an aerial reenactment of the battle waged at Pearl Harbor, presented by the Commemorative Air Force; the Canadian SkyHawks, the official skydiving team of the Canadian Forces; and an expanded air show with warbirds from various eras.

Saturday, July 28 is "Super Saturday," and will again feature Tora! Tora! Tora!, and the Canadian SkyHawks.

Sunday, July 29 is "Family Day!" Students ages 6-18 are admitted to the grounds FREE when accompanied by an adult.

The evening entertainment could not be better, with special programs in Theatre In The Woods to coincide with the theme of the day, and at the outdoor movie theater, featuring

aviation-related films, free popcorn, and often hosted by the actors themselves.

Each day there will be numerous workshops in the outdoor pavilions, and hundreds of commercial exhibits to see, including the latest in aircraft technology.

Among the special aircraft to be on display during AirVenture will be the ORBIS DC-10 "Flying Eye Hospital;" the DC-3 "Flabob Express;" the Commemorative Air Force B-29 "FiFi;" and the Lockheed P-38 "Glacier Girl," celebrating its 20th anniversary since it was recovered in 1992, after spending 50 years beneath the Greenland ice cap.

Brazil's famed Esquadilha da Fumaca - "Smoke Squadron" – will be making its Oshkosh debut this year. The last time a full national military demonstration team performed at AirVenture was in 1986.

The Esquadilha da Fumaça was established in 1952 and is the official air demonstration squadron of the Brazilian Air Force. The team features 13 highly trained pilots flying the Embraer T-27 Tucano aircraft, who will perform 55 high-performance aerobatic maneuvers.

Whatever you do, do not miss visiting the EAA Seaplane Base on the southwest bay of Lake Winnebago, and the EAA AirVenture Museum on the northwest corner of Wittman Field. The best way to get to both locations is on a complimentary shuttle bus that departs the EAA parking lot.

Check the EAA AirVenture website for dates and times for a complete schedule of events and activities (www.AirVenture.org/bucketlist4), or call 1-800-564-6322.

If you see me walking around the grounds, please stop me and introduce yourself. (I will likely be wearing a "red" *Midwest Flyer Magazine* cap and sunglasses). It is always nice to meet our subscribers!

NASA Space Shuttles Featured In This Issue

Special thanks to contributing editors Greg Reigel and Matt Olafsen for covering the final ferry flight of the Space Shuttle "Discovery," featured in this issue. Matt was at the Kennedy Space Center in Orlando, Florida in April for "Discovery's" departure, and Greg flew from Minneapolis to Dulles International Airport in Chantilly, Virginia, later that month for its debut at the National Air and Space Museum's Steven F. Udvar-Hazy Center. Then just weeks later in May, Matt returned to the Kennedy Space Center for a special tour of "Endeavour," while NASA was preparing the spacecraft for transport to the California Science Center in Los Angeles in September (www.californiasciencecenter.org). All of this and more in this issue of *Midwest Flyer Magazine*! □



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Hi Dave:

The Minnesota Aviation Day At The Capitol article is posted on the MBAA website. (See <http://www.midwestflyer.com/?p=4551>)

Thanks for all your great work in promoting General Aviation.

Gordon Hoff, Executive Director
Minnesota Business Aviation Association

Hi Dave:

I just finished reading the article about the Lone Rock (Wisconsin) airport (KLNK). It was a great piece and really caught the feel of that airport.

I almost hate to tell you how many years I have been flying into that place. Thirty-nine (39) years. I used to have a Tri-Pacer and often flew there or to Sextonville (Wis.), which had a grass strip and a great cafe. Unfortunately, the guys I used to fly there with are no longer with us or have stopped flying.

Just thought I would let you know I very much enjoyed the article.

Dr. Herb Zimmers
Milwaukee, Wisconsin

Hi Greg (Reigel):

I just read your article on purchasing an aircraft hangar. One thing you didn't mention that I think is very important is to coordinate with the airport on the land lease agreement prior to the hangar purchase. We have had new hangar owners surprised by the terms of the airport lease agreement, which they didn't see or really (did not) pay attention to until after the transaction!

Maybe this is something to mention should you ever do another similar article.

Thanks!

Charity Speich
Chippewa Valley Regional Airport
Eau Claire, Wisconsin

Dave:

Thank you for the wonderful article about the CAF Red Tail Squadron (Feb/March 2012). We are thankful that



individuals like you consider our endeavors worthwhile.

Brad Lang, Leader
CAF Red Tail Squadron
South St. Paul, Minnesota



Aviation Photographer, Max Haynes

Midwest Flyer Magazine has received numerous compliments on its cover photos recently. Credit for the April/May 2012 issue featuring the Wipaire "Boss Beaver" goes to Max Haynes of Maple Grove, Minnesota. Haynes also took the photo of the Red Tail P-51 Mustang, featured on the February/March 2012 cover. Haynes is very involved with the Southern Minnesota Wing of the Commemorative Air Force (CAF) based at Fleming Field, South St. Paul. For additional information on Max Haynes photography, see his website at www.MaxHaynes.com.

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Don't Accept A Clearance If It Will Result In You Violating The Regulations

by Gregory J. Reigel
Attorney At Law

In a recent Legal Interpretation issued by the FAA's Office of Chief Counsel, an individual requested an interpretation of the phrase "necessary for takeoff or landing" as used in FAR 135.183(b). Apparently the individual operated single-engine Cessna Caravan aircraft in Part 135 operations between the Bahamas and Fort Lauderdale, Florida, along the FAA's published DEKAL TWO arrival route. When the flight reached the DEKAL fix, 30 miles from shore, air traffic control (ATC) usually instructed the flight to descend to 4,000 feet to separate turboprop traffic from jet traffic.

The Interpretation initially observed that FAR 135.183 prohibits a single-engine aircraft, when carrying passengers, from operating over water unless the aircraft is within power-off



Greg Reigel

gliding distance from land, or when it is necessary for take off or landing. It also noted that to determine whether an altitude is "necessary for takeoff or landing," you have to look at "whether that portion of the flight is necessary to permit the pilot to transition between the surface and the en route or pattern altitude in connection with a takeoff or landing."

Applying the facts it was provided, the FAA explained that descent to 4,000 feet at the DEKAL fix would not be necessary for landing because the altitude was assigned for traffic separation, and the Caravan's performance would not require it to be at the assigned altitude for approach into the destination airport. In response to the individual's concern regarding compliance with FAR 91.123 (requiring compliance with ATC clearances and instructions), the Interpretation cited Chapter 4-4-1(a) of the Aeronautical Information Manual (AIM) for the proposition that "an ATC clearance 'is not authorization for a pilot to deviate from any rule, regulation, or minimum altitude.'"

It then concluded that, rather than accepting a clearance that would

put the Caravan beyond power-off glide distance from shore, and violate FAR 135.183, "the operator would be required to select another route or request a different clearance in order to maintain an altitude that keeps the aircraft within power off glide distance from shore."

This Interpretation is a good reminder that the pilot is ultimately responsible for compliance with the regulations applicable to his or her flight. Yes, you need to comply with ATC instructions to avoid violating FAR 91.123. However, if ATC's instructions would result in FAR violations, the pilot has a duty to reject those instructions. Not an easy decision, I know. Hopefully you won't find yourself in that position.

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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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Instrument Flying, Today & Tomorrow

by Michael Kaufman



Michael Kaufman


With the summer flying season just beginning, I would like to mention some aviation safety seminars before continuing the topic on GPS and instrument flying in this column. Every two years, the FAA, Wisconsin Bureau of Aeronautics, and the staff at Volk Field sponsor an open house, a fly-in,

and a safety program for pilots and the general public. As in past years, I was one of the speakers this year (June 2, 2012), presenting *"Instrument Flying, Today & Tomorrow."*

This topic will be the core of my column in *Midwest Flyer Magazine* in the next several issues. It seems that I, like you, want to stay on top of technology, whether it's our cell phones or our aircraft avionics. Since 1992, I have spent a small fortune on state-of-the-art avionics, computers, and cell phones that are now obsolete. I still have not yet removed the "Apollo Loran" from my Bonanza. This is mainly because it powers up and drives my altitude encoder; a new encoder is

relatively cheap, but the cost of installation is twice of what the encoder costs. So, it will need to stay in the panel for a while until the next major upgrade. I am also the guy that just updated to the new I-phone 4s from the I-phone 4.


I mentioned in my last column that the Garmin 430/530s have been the most successful avionics nav/coms of modern time, and they are being replaced by the new Garmin 650/750 series of nav/coms. I have not yet flown these new units, but have played with them on the ground, and they are very cool. There is an application available for the iPad that is an excellent training device for the 750, and I had the opportunity to become familiar with the device. I believe the price for this application was \$25.00. Garmin has added a lot of features to these boxes that have long been on my wish list for the 430/530, many of which were in my favorite box – the Garmin 480. If you are thinking of purchasing either the Garmin 650 or 750 as an upgrade, there are two factors to consider. First, they are not a slide-in replacement for the 430/530, so plan on additional cost for installation. Second, are the reports from pilots who own them who say they can be difficult to program with the touch screen in turbulence, although the finger-rest feature is an excellent aid.



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of the departure course and the pilot turned as directed by the GPS, there could be a disaster. Please note that pushing the OBS button takes the GPS out of suspend and sequences it to the next waypoint that is usually the holding fix.

Let me mention briefly another model of the Garmin GPS – the 480. This unit does not go into suspend, but detects whether the airplane landed or went missed. It projects the missed approach course if the aircraft went missed to the altitude specified on the approach chart. On the example I gave previously using the Garmin 430/530 and the missed approach at Dodge County Airport (KUNU), the 480 would detect the altitude and begin the sequence of right turn upon reaching 2800 feet. Using an autopilot with GPS steering, the airplane would fly the entire missed approach procedure. Now, that is pretty cool in my opinion.

There is one other instance that a pilot may get into trouble with the OBS button and that is using the Garmin 430/530 after selecting vectors to final and being vectored on a downwind leg by air traffic control (ATC). On the early non-WAAS version of the box, this was a major software glitch that was corrected on the WAAS version of these GPS's. The pilot not understanding the GPS box can still screw this up by pushing the OBS button, thinking he must take the unit out of suspend mode. The scenario is as follows: When

a pilot is told he/she will be getting vectors for the approach, he/she selects vectors to final (the proper thing to do). ATC is vectoring the pilot on the downwind leg to turn in outside the final approach fix to join the final approach course. The GPS unit goes into suspend mode, and the pilot hits the OBS button – the wrong thing to do. The GPS will then show a course direct to the runway, and the approach is in trouble. The GPS software has a safeguard and will automatically take the suspend mode off when the aircraft is within a 45-degree angle of the inbound final approach course and being vectored inbound.

I hope when flying an approach on your next instrument flight, these tips will be helpful. In the next couple of issues of *Midwest Flyer Magazine*, I will continue the topic of GPS use on approaches, clarify the “Missed Approach Point” on non-precision approaches, and the other use of that OBS button on the Garmin 430/530 boxes.

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. □

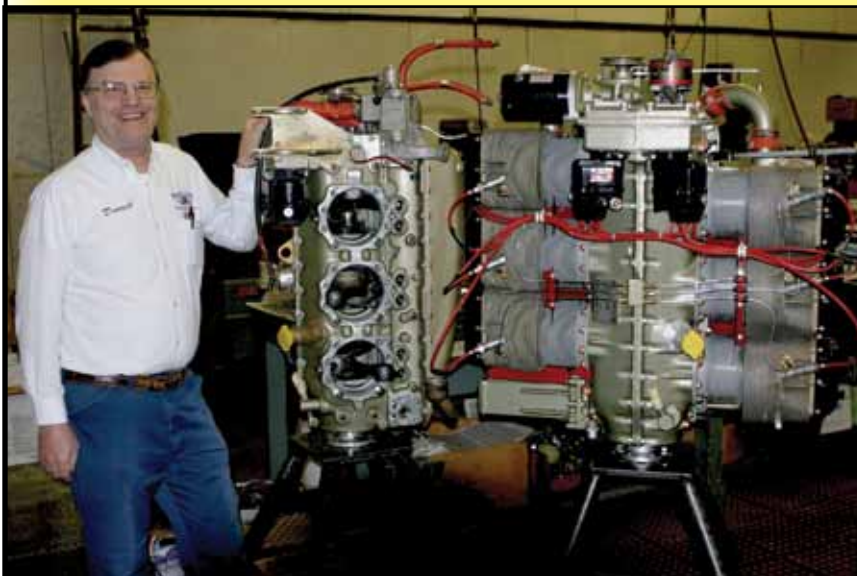
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Beware & Be Aware!

by Harold Green

The focus of this discussion

is operations in a non-towered airport environment.

Please note that the use of the term "non-towered,"

rather than uncontrolled is deliberate. That's because in effect non-towered airports are really pilot-controlled. This system works remarkably well albeit with a few issues which repeat on a fairly predictable basis. Some of these are discussed herein.

Both regulations and standard practices cover non-towered airport operations. It is, however, interesting how few operations are covered by FAR Part 91. Most operations are actually defined as standard operating procedures in the AIM. Since these were established a lot has changed in the flight environment.

First, there is a greater range of aircraft performance than when these rules and procedures came into being. Today it is very possible to have a J-3 in the pattern with a Citation or Gulfstream and a tremendous spread in airspeeds. In addition, the airspace today is much more complex. We now have a vertically layered airspace with the vertical dimension playing a much greater role than initially. This results in complex operations requiring strict pilot attention.

Regulations covering pattern operations are principally 91.113 Right-of-Way rules: Except Water Operations," (we will leave a discussion of Water Operations to those more familiar), and for those airports in Class G Airspace (91.126). FAR 91.127 defines departure procedures. There are also a couple of others which by extension could be considered as applicable, namely 91.111, "Operating near other aircraft," and 91.117,

"aircraft speed."

For standard practices AIM Chapter 4 defines standard operating procedures. Advisory circulars AC 90-66 and AC 90-42 provide insight into recommended operating procedures in non-towered airport environments. The AOPA Air Safety Foundation also provides an excellent discussion of accepted practices in "operations at non-towered airports."

Items to consider: First, the traffic pattern altitude is usually, but not necessarily, 1,000 feet AGL (Above Ground Level). Not only could a given airport have a different pattern altitude, but also often has a modified pattern for noise abatement or other considerations. Next, the pattern altitude for turbine aircraft is higher than for piston aircraft and these planes need to fly a wider pattern than a Skyhawk or Cherokee. This means that when looking for other aircraft before entering the pattern, it is necessary to look at a wider area in all three dimensions to cover all possibilities.

Where I fly at C29 (Middleton Municipal Airport-Morey Field), we are pilot controlled and under a shelf of the MSN Class C airspace, the floor of which is 2300 feet while our pattern altitude is 1900 feet. C29 is a fairly typical example of more complex intermingled airspace involving operations in multiple levels of airspace control -- in our case, Class C, Class E and Class G. There are several high-performance aircraft in and out of C29. We also enjoy a quite active flight school operation, which means Cessna 152s and 172s are in the pattern more often than not. Now for the most part this all works well because people announce their position and intentions on CTAF and everyone is happy. The professionals are professionals and the students are becoming so.

However, a few transient pilots are radio shy and squeeze under the Class C floor to avoid talking to Madison Approach. This means they cannot safely over-fly the airport and check on airport conditions for landing, and in a few cases, they just charge through

the pattern without announcing their presence and have no intention of landing. You just keep an eye out for them. But it can get sticky at times.

For example, it is not uncommon for someone to announce a 10 or even a 15-mile final for the active runway or even the opposing runway. Whether the intent is to claim a position in the pattern or not, the effect is that anyone in the traffic pattern has to think about whether this poses a conflict or not. FAR 91.113(g) states that aircraft while on final approach have the right-of-way. If you are on downwind about to turn base, or are about to take off on the same runway, who has the right of way in this instance?

A call to the Milwaukee Flight Standards District Office regarding this situation revealed the following: Reporting a distance outside the standard pattern of a couple of miles does not constitute a pattern position. Therefore, the incoming aircraft has not established itself in the pattern and does not have the right of way. Now that answer is effective for an accident investigation or incident report, but how about for safety?

Each pilot must make their own decision based on circumstances. Unless you are certain there is no conflict, perhaps the best idea is to simply announce extending downwind to turn behind the landing aircraft, then wait for it to pass you before you turn base. This is particularly true if the incoming aircraft is much higher performance than the aircraft you are flying. If you are already on base, a quick position announcement stating that you are about to turn final is in order. Then if you have any concerns about the incoming aircraft, ask them their intentions and react accordingly.

On the ground, perhaps just waiting is the best answer, or simply stating on CTAF that you are ready for takeoff and asking the incoming traffic if you have time to depart. A more appropriate call for the pilot 15 miles out is to state position and altitude as required and then state "Planning on landing Runway XX." This tells people where



Harold Green

the plane is without staking a claim on a pattern position. It then behooves anyone in the pattern to state his or her position. Occasionally, someone announces a final to the opposing runway. Generally announcing the active runway will alert them and they will change their intended runway. If not, just get out of the way. There are a very few pilots who believe aircraft performance or cost determine right of way. Just avoid them in the air and on the ground.

There is also the problem created when instrument approaches are conducted to the airport often to a runway other than the favored one and sometimes to the opposing runway. This gets sticky when visibility is at a minimum and perhaps Class E is under Instrument Meteorological Conditions (IMC), while Class G is legal VFR (Visual Flight Rules). Then aircraft executing an approach and an airplane in the pattern, albeit at a legal altitude lower than standard pattern, are both legal and both can be legally dead if they aren't careful. The best way to handle this (other than to stay on the ground) is for each aircraft to monitor both CTAF and approach and for both to make concise accurate position reports and communicate with each other regarding position in the pattern and their intentions.

Adding to the difficulty is the fact that an incoming VFR pilot intending to land on a runway, which has a pattern on the far side of the airport, may inadvertently cross the final approach path of an instrument procedure. At any time this can be an iffy proposition as the instrument pilot is likely to be focused inside the cockpit and not looking for traffic. The crossing VFR pilot only gets to see the limited profile, head-on view of the aircraft on approach. That's one reason both aircraft should have their landing lights on. Further, the final approach fix of the procedure is typically 5 to 7 miles from the runway threshold, considerably outside the pattern for the airport. Therefore, the VFR pilot wishing to cross over may be well advised to

consider a mid-field crosswind to enter the pattern for their approach.

The classic pattern entry of 45 degrees to the downwind is also a recommended practice. It is NOT required. In today's environment, there may be good reason to enter the pattern on other than the downwind leg.

A key part of pattern safety is communication. That means precise, concise and clear radio communications. Every frequency allocated to CTAF can be busy at times. Therefore, it behooves pilots to minimize time on the radio. It is sufficient to state your position and intentions, speaking clearly and at a normal pace. The pilot who slowly drawls out things like "Jaxson, uh... traffic, uh... Cessna, uh... 172, uh... 15 miles, uh north... uh, over the brewery... landing Jaxson... uh Jaxson... uh traffic (long pause before releasing mike button)" is a distraction and takes unnecessary time. Further, unless the brewery is a defined VFR reporting point on the sectional, only the locals know where the brewery is. Some folks would be interested to know that AIM 4-1-9(g) states, "Traffic in the area, please advise," is not to be used at any time.

A not uncommon communication sin is too frequent reporting. Little knowledge is added of the pilot who calls out a position every mile or so, and prevents someone else from reporting more important information. Bear in mind that it takes several minutes to transit a traffic pattern. There is no need to report every 15 seconds with excruciating detail.

Sometimes the best answer if you sense a conflict is to exit the pattern after carefully checking the direction of your turn, and then re-enter after the traffic has sorted itself out. Further, you probably can't beat someone to a point in the pattern, but you can successfully defer to him or her virtually every time. A few extra minutes delay is much better than an eternal one.

It is absolutely necessary that you maintain a mental picture of the pattern, your position and the position

of those aircraft you know are in the pattern. Then expect to see an airplane you did not know was there. Each pilot should make sure the airspace they are about to use contains no other aircraft.

This is certainly not all of the concerns in operating in non-towered airspace, but neither the editorial space nor your patience permits their inclusion here.

Conclusions: The best route to traffic pattern safety is for everyone to be courteous, patient, aware and communicative. Remember, regardless of anything else, you are the Pilot-In-Command and are responsible for the safe operation of your aircraft. Still, two of the best rules are "See and be seen" and "Hear and be heard."

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



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REGIONAL REPORTS

Keep 'Em Flying... Across The Midwest

by Bryan Budds, Manager
AOPA Great Lakes Region

Recently, AOPA kicked off the Keep 'Em Flying campaign aimed at getting pilots up in the air. With summer upon us, and a cold, wet



Bryan Budds

winter behind us, I cannot think of a better goal for all pilots. Whether for business or pleasure, in piston, turbine, or ultralight, get out and go fly. And, to help entice the competitive pilots among us, AOPA has offered up cash prizes to those willing to step up to the challenge. And, as I have seen, we have some great facilities across the region. So, get out and explore a new airport, meet a new pilot, and keep GA strong. For more information on how you can win, visit www.aopa.org/membership/theme/keep-em-flying-challenge.html

Now that you are on track to win some cash, let me share with you how AOPA is working for you across the Great Lakes Region.

As many of you have read in *Midwest Flyer Magazine* and elsewhere, the State of Illinois was considering increasing aircraft and pilot certificate registration fees. We are glad to report after visits to the state house and many discussions with the Governor's office and the Aeronautics Division,

the proposal to raise registration fees has been dropped. Thank you to all the AOPA members in Illinois that answered our calls to action!

AOPA also remains engaged with airport users, airport management, and local communities at multiple airports facing an uncertain future. From Lorain County Airport in northwest Ohio to Weydahl Airport in Killdeer, North Dakota and everywhere in between, AOPA continues to fight for your freedom to fly across the region. But, as we have seen at these and other airports, having an in-tune and proactive pilot and supportive community leaders is key. So, next time you see your airport manager, city councilor, or county commissioner, let them know how important the airport is to you!

EAA AirVenture is right around the corner, so be sure to drop by the AOPA tent and let me know if you accepted the challenge and where you visited! Until then, I'm always happy to hear from you at bryan.budds@aopa.org. □

Special Events & Legislative Issues You Really Ought To Know About In Kansas, Missouri, Nebraska & Iowa

by Yasmina Platt, Manager
AOPA Central Southwest Region

Since my last report, I have attended Missouri's State Aviation Day at the Capitol in Jefferson City, spoke at the state aviation conference organized by the Missouri State Aviation Council (MoSAC) and Missouri Airport Managers Association (MAMA) in Lake Ozark, and attended the Iowa Aviation Conference in West Des Moines. Hopefully you were able to attend the event in your state and I met you there. If not, I look forward to meeting you at a later date. I also expect to visit Kansas in the near future.



Yasmina Platt

Regarding legislative issues...

Nebraska's Unicameral adjourned on April 18 without passing LB352, which would have extended 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. Unfortunately, the legislature ran out of time, but Senator Kris has committed to reintroducing it again next year.

Kansas, Missouri, and Iowa are scheduled to adjourn sometime in May, but we are still hopeful that Missouri's SB769 will pass the House (it was already passed by the Senate) and head to the Governor for signature before adjournment. SB769 would require safety markings on anemometer towers that are located outside of city limits and that are 50 feet or more in height. These towers currently create a serious safety hazard for pilots as they are small, unmarked, unscheduled, and very difficult to see.

On a more exciting note... the airshow season has geared up and so has registration for the AOPA Summit to be held in Palm Springs, California from October 11 to 13. From the return of the highly anticipated Parade of Planes, a Palm Springs exclusive, to resort parties and outdoor adventures, the AOPA Summit offers an experience like no other. For more information and to register, visit: <http://www.aopa.org/summit/>.

As a great excuse to fly this summer, AOPA recently launched the Keep 'Em Flying Challenge. Read Bryan Budds' column for more information, as this is a very exciting initiative based on last year's Georgia Air Challenge.

As always, feel free to contact me should you have any questions or concerns at yasmina.platt@aopa.org. I also want to hear about all the exciting aviation activities and flying in your area. □

Building Skills

by Craig L. Fuller

President & CEO

Aircraft Owners & Pilots Association



Craig Fuller

For the past year I've been getting comfortable flying my Husky. When I bought the airplane it was a real departure for me. I'd never before had a plane so well suited to enjoying the backcountry. Nor had I ever flown a tailwheel. So the past year has been a real journey for me, in more ways than one.

Recently I had a chance to build on the skills I've been learning. After weeks of non-stop business travel, I found myself in Billings, Montana, and I decided to take a day "off."

I borrowed a friend's Aviat Husky A1-B and teamed up with an experienced backcountry pilot for some training. An exceptionally thorough preflight designed to check those items most critical for mountain flying was a fitting start to our session.

Before launching, we also had a detailed briefing about where we would be going and how we would get there. (No airways on this trip, just old-fashioned navigation using a map to pick out landmarks.) We talked about the need to fly low over remote grass strips to chase off any wildlife and look for any rise or dropoff. We reviewed the ways to figure out what the wind is doing when there's no windsock and not another soul within 50 miles. And, of course, we talked about the importance of looking for obstacles we must clear on final approach and where we can turn around once on the ground.

This kind of flying is just a totally different experience than my day-to-day

trips from one well-traveled, well-equipped airport to another.

Before we practiced those grass strip takeoffs and landings, we spent some time canyon flying. We had to keep to one side of the canyon, making sure there's always a place to turn around toward lower terrain. Having an exit strategy is critical for this kind of flying.

For me, having the chance to keep building my skills, even after decades of flying, is one of the things I enjoy most. The Husky has proven to be a great vehicle for growing my flying skills, but you don't have to invest in a different plane to expand your own horizons.

No matter how long you've been flying, there's always more to learn. And there's always a pilot with specialized experience who can teach you. I encourage you to seek out new experiences and learning opportunities under the guidance of an expert. When it comes to flying, you can never know everything. But that doesn't mean you shouldn't try. □

PEOPLE IN THE NEWS

Duluth Airport Director Departs For Michigan Post

DULUTH, MINN. – Brian Ryks, 49, executive director of the Duluth Airport Authority for the past 10 years, is departing Duluth International Airport June 22, 2012 to become airport director at Gerald R. Ford International Airport in Grand Rapids, Mich.



Brian Ryks

The Grand Rapids airport serves more than 1 million people, and the airport handles more than 2 million passengers each year, compared to 350,000 passengers in Duluth.

Ryks became airport director in Duluth in 2002 after serving as director at St. Cloud Regional Airport, and in airport management with the Metropolitan Airports Commission in the Twin Cities. Ryks also worked in

management and on noise reduction at airports in Denver, Colo., and Aberdeen, S.D.

Ryks is a graduate of the aviation program at St. Cloud State University. □

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Wisconsin Recognizes & Strives For Excellence At State Aviation Conference

by Dave Weiman

WISCONSIN DELLS, WIS. – Airport managers, fixed base operators, engineers and support service professionals came together May 7-9, 2012 at the Wisconsin Aviation Conference in the Wisconsin Dells to learn from – and network with – one another, and to recognize and strive for professional excellence.

Recognized for “Lifetime Service” was former La Crosse Airport Manager, Dan Wruck, who retired earlier this year. Wruck has served the aviation industry most of his life in many capacities including as a military helicopter pilot, search and rescue pilot, flight engineer, military aviation safety officer, air base commander, and as an airport manager. He has participated in many statewide activities to promote the betterment of aviation in Wisconsin, most recently in obtaining expanded radar coverage throughout the state.

Greg Stern of Mead & Hunt was recognized as “Airport Engineer of the Year.” Over the past several years Stern has managed the design of one of the state’s largest aviation projects at the state’s busiest airport, General Mitchell International Airport. The runway safety area improvement project is over \$60 million and involves safety area corrections to both primary air carrier runways. Specific bid packages and work items have included runway



Charity Speich, Manager of Chippewa Valley Regional Airport in Eau Claire, Wis., congratulated Matt Dubbe of Mead & Hunt on receiving a “Distinguished Service Award” for his work as the Construction Administration Project Manager at Chippewa Valley Regional Airport.

and taxiway extensions, taxiway realignments, NAVAID relocations, a public roadway tunnel, a service road bridge, and numerous other improvements. The projects have involved significant construction phasing and coordination with numerous other on-going projects and various airfield user groups. The Milwaukee project has been phased to minimize disruptions to the airport’s users and the flying public, and brings the runway safety areas into compliance with FAA design standards prior to the mandated deadline in 2015.



(L/R) Marty Lenss, Director of Outagamie County Regional Airport, was recognized for his leadership in the Wisconsin Airport Managers Association by incoming president, Terry Blue of General Mitchell International Airport.

Matt Dubbe of Mead & Hunt received the “Distinguished Service Award” as the Construction Administration Project Manager for Chippewa Valley Regional Airport’s (EAU) recent multi-phase terminal construction project in Eau Claire, Wis. Throughout the project, Dubbe kept in the front of his mind a true sense of what was important to the airport and worked to make that architecturally pleasing. An airport the size of EAU only completes a terminal project once every 30 years, so they needed it to be timeless and Matt Dubbe and his team made that happen.

Michael Goc, vice-president of the Wisconsin Aviation Hall of Fame, was named “Aviation Person of the Year” for organizing aviation history presentations in Wisconsin cities that celebrated their centennial of flight in 2011. Goc invited aviation businesses and organizations, historical societies, museums, and EAA chapters to participate in the events. Goc also traveled to five Wisconsin cities to present the aviation history of each location he visited.

Michael King, staff writer at the



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Appleton Post-Crescent, Appleton, Wisconsin, received the Wisconsin Airport Management Association's "Blue Light Award For Media Excellence."

According to Marty Lenss, Director at Outagamie County Regional Airport in Appleton, Michael King demonstrated time and time again very fair and balanced reporting on the airport's overlay and zoning project, which was a very emotional and heated issue in the community.

Michael King spent plenty of time sifting through the emotion for the facts before writing his articles," said Lenss. King also took the time necessary to research federal, state, and local laws regarding overlay and zoning.

"This issue carried into two counties and drew the attention of state legislators, so there was plenty of political and community pressure to lean toward one side or the other," said Lenss, "but Michael King chose to always keep researching and take the time to talk to all parties involved to

print a reasonable article. This was a testament to his integrity."

Lenss, himself, was recognized at the conference for his service as president of the Wisconsin Airport Management Association (WAMA). The incoming president is Terry Blue, Deputy Director at General Mitchell International Airport.

Among the highlights of the conference included an appearance by Wisconsin Secretary of Transportation Mark Gottlieb, who stressed the importance of linking air transportation to economic development and job creation without regulatory friction. Gottlieb also noted the major investment aviation has made in "safety," and hopes this can be transferred to other modes of transportation.



Mark Gottlieb



Judy Harding of the WisDOT Bureau of Aeronautics with Jeremy Sickler of Burnett County Airport, Siren, Wis. Together, the bureau and Burnett County completed an "economic impact statement" for the airport.

Also speaking on the importance of airports and economic development was Judy Harding and Scott Brummond of the Wisconsin Bureau of Aeronautics. The bureau will complete an "economic impact statement" for any airport in the state that can be used to promote airports, and obtain local support for airport development projects. Jeremy Sickler, airport manager at Burnett County Airport in Siren, Wisconsin, described how beneficial the study was



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for his airport and community.

Economic impact studies measure the importance of an airport as a business in terms of the employment it supports and the goods and services it consumes. The results of the study, which was completed in 2008, indicates that Burnett County Airport provided over \$1.2 million in sales, supported 36 jobs, and contributed \$793,125 in wage income to the local and state economy.

For additional information on obtaining an economic impact study for your airport, contact Judy Harding, airport planner with the Wisconsin Bureau of Aeronautics, at 608-267-1223, or email judy.harding@dot.wi.gov.

In his presentation, Wisconsin Bureau of Aeronautics Director David Greene stressed the importance of all organizations and agencies to maintain strong working relationships to meet transportation goals at all levels of government. Greene also encouraged airport managers and operators to create opportunities for young people to visit airports, and highlighted the work being done by his office and General Mitchell International Airport on the Aviation Careers & Education



David Greene

(ACE) program.

Bryan Burns and Russ Lawton of the Air Charter Safety Foundation (ACSF), headquartered in Alexandria, Va., were featured speakers and described the importance of ACSF's Industry Audit Standard (IAS) for air charter operators. The ACSF standard has become the exclusive standard for outstanding air charter operators, and eliminates the need for an operator to undergo multiple annual audits. The program evaluates operators every 24



Bryan Burns



Russ Lawton

months for an operator's Safety Management System (SMS), regulatory compliance, and best practices, minimizing the administrative burden on operators and program managers. For additional information visit www.acsf.aero or call 888-SAFE-135.

The three organizations that sponsor the Wisconsin Aviation Conference held their annual meetings during the conference, including the Wisconsin Airport Management Association (WAMA), Wisconsin Aviation Trades Association (WATA), and the Wisconsin Business Aviation Association (WBAA). All three organizations make up the Wisconsin Aviation Coalition. □

MINNESOTA AIRPORTS CONFERENCE

Walker Municipal Receives 2012 FAA/Governor's Award

ROCHESTER, MINN. – For many years, the Federal Aviation Administration and the Minnesota Department of Transportation Office of Aeronautics have partnered with public airports throughout Minnesota. One result of this partnership is the

annual FAA/Governor's Award, which is presented cooperatively by the FAA Great Lakes Regional Office and the Governor of Minnesota. The honor has been awarded to airports at the Minnesota Airports Conference since 1988. This year's conference was held

April 11-13, 2012 at the Mayo Civic Center in Rochester, Minnesota. The award recognizes excellence in airport planning, development, operation, maintenance, and public relations. This year's FAA/Governor's Award was presented to Walker Municipal Airport for its dedicated support of aviation, and their successful and innovative project accomplishments.

The City of Walker has always recognized that its local economy is dependent on tourism, which is evident in the city's motto, "Where people come to play." Those looking for the peace and solitude of the northwoods have made Walker, Minnesota, their destination for many years, often coming to relax and recreate on the shores of Leech Lake.

Walker Municipal Airport started out as a humble 2,500-foot turf landing



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Barry Cooper of the FAA (left) and Rep. Michael Beard (right) congratulate Ken Bresley and Scott Bruns of Walker, Minnesota, on receiving the 2012 FAA/Governor's Award for the city's airport project accomplishments.

strip carved out of the woods on acreage the city purchased in 1951. It remained a turf strip with limited facilities until 1977 when the runway was relocated and paved. As the airport attracted more users and larger aircraft, the city added runway lights, a paved apron, and tie-downs.

In 1990, wishing to improve the viability of the airport, the city assigned the airport manager's position to longtime pilot, businessman, and city councilor, Ken Bresley. With Bresley's guidance, the city made multiple improvements to the airport, enhancing safety and utility for both local and transient pilots. In 2004, the airport increased its based aircraft and storage capacity by constructing a 10-unit hangar and providing self-service fuel. The city successfully applied for inclusion in the National Plan of Integrated Airport Systems (NPIAS), greatly increasing its funding potential for airport improvements.

Another way the City of Walker invested in its future was by creating an Airport Layout Plan. The plan charted the way for a multitude of infrastructure improvements, most notably the runway reconstruction and extension, new runway lighting, and the construction of a parallel taxiway. The layout plan set in motion a decade-long process of in-depth planning, completing a narrative report, environmental studies, land acquisition, design, and multi-year airport improvement projects. One of these projects extended 420 feet to the existing runway, bringing the total length to 3,220 feet. Most recently, the FAA, MnDOT Office of Aeronautics, City of Walker, and the city's consultant, Short Elliott Hendrickson, recognized a need to establish a parallel taxiway to improve airport safety. After extensive analysis, the planning team determined that creating a parallel taxiway to the east of the runway would mitigate environmental impacts and provide a high level of safety for aircraft operations. Today, the city's efforts to improve services and safety to airport customers are continuing with plans to replace the aging arrival/departure building and provide an instrument approach.

FAA Great Lakes Regional Administrator Barry Cooper and Minnesota State Representative Michael Beard presented the award to Walker Mayor Scott Bruns, and Walker Airport Commissioner, Ken Bresley. □

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Illinois Aviation Conference Addresses Fuel Fraud Taxes & Unfair Competition

by Jim Bildilli

ST. CHARLES, ILL. – The 2012 Illinois Aviation Conference was held May 22-23, 2012 at Pheasant Run Resort in St. Charles, Illinois, and started with a hangar party at the DuPage County Airport.

Kicking off the first session was Pete Bunce, President of the General Aviation Manufacturers Association (GAMA), who brought attendees up to speed on the various issues facing aircraft manufacturers. Of course, many of those issues have local impacts that can be felt here in the Midwest and specifically Illinois.

John Chapman of BSC Private Wealth Management Company provided his insight into today's economy and some of the issues facing the European Union and its implications on the United States. Chapman's theory about the sluggish economy centers on how it is market-driven by a "sour mood." In short, people and businesses are sitting on \$9.8 trillion in cash because they don't feel good about the economy even in light of several indicators that are positive.

Michael France of the National Air Transportation Association (NATA) brought attendees up to speed with regard to the issues facing his membership. Using a power-

point presentation, France delineated some of the issues and their current status in D.C. First item on the agenda was the issue of the Fuel Fraud Tax Provision that was included in the 2005 federal highway legislation. The provision effectively requires that highway use taxes (\$0.24.4/gallon) be charged to purchasers of Jet-A fuel in an attempt to prevent truckers from using "cheaper" Jet-A, which is taxed at 2-½ cents per gallon cheaper. Fixed base operators are left with two choices: one to absorb the extra cost, or two, to file for a reimbursement from the IRS. Unfortunately, the IRS rules require audits and signed statements from each user that they are in fact using the fuel in an aircraft. To add insult to injury, the nearly \$50 million that is collected each year is deposited into the Highway Trust Fund and is not used for airport development as intended. NATA is lobbying hard to at least get the money into the Airport & Airways Trust Fund.

The second issue centered on keeping government entities from competing with private companies where the government entity is also the regulatory authority. There are cases where a governmental unit will use public funds to construct an FBO building and go into the FBO business when there is an existing FBO on the field or a potential operator looking for an opportunity. NATA is seeking to "level the playing field" by preventing the FAA from funding projects that could present an unfair advantage to the publicly owned entity.

The standardization of the application of FAA rules and regulations are also a concern. Many operators who have "approved" operations manuals, etc., from one FAA Flight Standards District Office (FSDO), have had them rejected by another in the same or different FAA Region. NATA is seeking uniform application among all FAA regional and FSDO offices.

Temporary Flight Restrictions (TFRs) have presented several problems for NATA members. The lack of a good system for notification and the minimization of impacts is needed. Historically, the Secret Service and the Department of Defense have presented more problems than TSA. Issues with foreign repair stations, large aircraft security programs, and badging are also problems for which NATA is seeking relief for its membership.

France concluded his presentation by urging the support of the General Aviation Caucus to get balanced viewpoints to Congress. NATA has also initiated the State Advocacy Network, which tracks issues that affect its membership at the state level. Currently, there are 20 volunteers who have signed up with the advocacy program.

During the luncheon, the Illinois Division of Aeronautics presented its annual awards program. This year's recipients included the following:

Primary Airport of the Year: Quad-City Airport, Moline, Illinois. Accepting the award was Bruce Carter, who was



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If you've been to any of the big aviation events so far this year, you've hopefully had a chance to meet some members of the AOPA staff. If you haven't visited with us yet, be sure to seek us out at AirVenture or any of the upcoming shows. And if you're ever near Frederick, stop in and see us at headquarters.

I wish every one of our members could spend some time talking in person with our staff. They are some of the most amazing people, and pilots, you'll ever meet. And one of the most impressive things about them is their capacity for coming up with new and better ways to serve you, our members.

One of those innovations is AOPA FlyQ, an iPhone app developed with Seattle Avionics that provides detailed airport information, aviation weather, and flight planning capability when and where you really need it.



If you haven't tried it yet, don't wait. It's free for AOPA members and incredibly easy to use. For example, with advanced auto-routing all you have to do is enter your departure and destination airports and the application will create an optimized route based on forecast winds aloft and your aircraft's performance parameters. With FlyQ, you can also get a wide range of weather products, including METARs, TAFs, radar, and more. You can even get information about more than 7,000 FBOs and airport businesses as well as more than 55,000 restaurants and transportation services. Find out more at AOPA.org/flyqiphone.

We've also recently introduced new ways for pilots to protect themselves and avoid problems that can threaten their pilot and medical certificates with the Pilot Protection Services program. Available at two levels depending on the type of flying you do, the program includes the benefits of the AOPA Legal Services Plan, Airmen Medical Application status checks, help and wellness discounts, medical records reviews, and help with a range of legal and medical issues.

For those of you who just can't get enough GA information, we're launching AOPA Live This Week—a TV newscast-style Webcast that will be available every Thursday. It's a great new way to cover the stories that affect your flying in a format that's lively and entertaining.

We're even adding more value to AOPA's Aviation Summit. This year the American Bonanza Society will hold its annual convention in conjunction with ours. As part of that collaboration we'll be offering new seminars, new events, and more ways than ever to help you get the most from your flying.

In short, there's always something new happening at AOPA. And it's our wonderful team of staff members who make it all happen. So do come and visit us, whether you stop by our exhibit at an airshow or make the trek to Frederick. Either way, you're sure to meet some wonderful people who really want to know what they can do to serve you better.

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.

recently elected chairman of AAAE.

Reliever Airport of the Year: Waukegan Regional Airport. Accepting the award was airport manager, Jim Stanczak.

General Aviation Airport of the Year (Category A): Greater Kankakee Airport. Accepting the award was the airport authority chairman, Robert Glade, and manager, Blair Wilson.

General Aviation Airport of the Year (Category B): Fairfield Municipal Airport.

Private Airport of the Year: Frasca Field, Urbana, Illinois.

Heliport of the Year: Stanton Community Memorial Hospital.

Airport Restaurant of the Year: CJ's at Central Illinois Regional Airport, Bloomington, Illinois.

A new category was added this year for "Airport Mascot of the Year." The recipient was "Mustafa," the official greeter and mouser of the Morris,

Illinois airport. It would certainly be confusing if his name was "Morris."

The afternoon session featured FAA Great Lakes Regional Director, Barry Cooper, who updated the audience with all of the existing and new initiatives the FAA is working on, not only on the national level, but the regional level as well. Issues covered were ADS-B, which is promised to be fully implemented by 2013; the modernization of the enroute program, where we will probably see the number of VORs reduced by 50 percent; the replacement of approaches utilizing GPS; the continued funding of airport development programs at the new 90% FAA funding level; the contract tower program; the continuing migration toward NextGen; and coexisting with unmanned aerial vehicles (UAVs) in the National Airspace System (NAS). Cooper indicated that there will be six test sites chosen before the end of 2012 for the integration of UAVs into NAS. With regard to program cuts, Cooper indicated that the operative word was "sustainability." Some cuts are anticipated, but the current D.C. thinking is that Airport Improvement Program funds will not be cut significantly.

The conference concluded with a joint presentation by Bruce Griffith of the Kishwaukee Education Consortium, and Mark Jackson of the Boeing Company, who discussed a relatively new program designed to attract high school age youth interested in aviation

as a career. Griffith described the format of the program and its humble beginnings with one simulator and 17 students, while Jackson highlighted the need for such programs in light of the upcoming shortages of pilots and mechanics. In addition, instructor Renee Riana, along with six students, gave personal insights about the program, their backgrounds and their anticipated career paths. The award-winning program allows high school students to earn college credit for taking aviation courses including ground schools, weather, and other aviation-related subjects. The curriculum includes field trips to various aviation facilities, such as FAA control towers, Aurora Center, FBOs, and aviation museums. There are currently 50 students enrolled in the curriculum with classes on Thursday evenings and Saturdays at the DeKalb, Illinois airport. College credit is conferred by Kishwaukee College. Several students have earned Private Pilot Certificates and higher pilot certificates and ratings, and are continuing their efforts guided by a well-qualified group of flight instructors. Most of the students at the conference were planning to continue their aviation education at several universities including SIU-Carbondale, University of North Dakota, and Purdue University.

Following the Aviation Conference, the Annual Illinois Aviation Hall of Fame reception and banquet was held in the ballroom at Pheasant Run Resort. □



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Quad City International Airport Named Illinois Primary Airport of the Year

ST. CHARLES, ILL. – Quad City International Airport (QCIA) in Moline, Illinois was named "Illinois Primary Airport of the Year" during the Illinois Aviation Conference held May 23, 2012 at Pheasant Run Resort in St. Charles, Illinois. The award was

presented to Bruce Carter, Director of Aviation at QCIA, by Dr. Susan Shea, Director, Illinois Division of Aeronautics.

Many recent accomplishments led to QCIA being selected, including the reconstruction of Runway 9/27



(L-R) Steve Long, Chief Engineer, IDOT-Division of Aeronautics; Bruce Carter, Director of Aviation, Quad City International Airport; Dr. Susan Shea, Director, Division of Aeronautics; and Barry Cooper, Regional Administrator, Federal Aviation Administration

and Taxiway P, which was a complex, multi-year endeavor that required an incredible level of communication and coordination, says Dr. Shea.

"We would not have received this award if it was not for the hard work of all MAA employees, the airport authority board members, and all of the tenants," said Carter. In accepting the award, Carter acknowledged the partnership the airport has with the Illinois Division of Aeronautics and the FAA. QCIA was presented this same award in 1999 and 2004.

The Quad City International Airport offers service through four major airlines to 10 nonstop cities, and provides full-service fixed base operation services through Elliott Aviation.

Carter was also just named chairperson of the American Association of Airport Executives (AAAE) for 2012-2013. This announcement was made at the 84th Annual AAAE Conference in Phoenix, May 2, 2012.

Bruce Carter started his aviation career in 1975 as a fixed base operation fueller and later became a charter pilot in Mankato, Minnesota. In 1978, he was hired as an air traffic controller until the PATCO strike in 1981. Carter owned a fixed base operation in Clarion, Iowa, before

becoming involved in the airport management field in 1984 when he became the operations manager at the Waterloo, Iowa airport. In 1986, he became the airport director at Waterloo Airport. He was director of aviation in Springfield, Illinois, for three years, and director of airports in Peoria, Illinois, for five years. Since 1999, Carter has served as the director of aviation at Quad City International Airport. Carter holds a Commercial Pilot Certificate with instrument and multi-engine ratings, and is a Certified Flight Instructor with 2800 hours.



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Outagamie County Regional Airport Receives Best Marketing Award

APPLETON, WIS. – Allegiant Travel Company awarded Outagamie County Regional Airport (ATW) the “Best Marketing Award” at this year’s 2012 conference held in Las Vegas. The award recognized the airport’s outstanding use of social media and community engagement throughout its “Toes in the Sand” promotion. In this promotion fans wrote a 100-word essay describing why they deserved to have their toes in the sand. The top five stories were then



Andrew C. Levy, President, Allegiant Travel Company, presented Kim Sippola of Outagamie County Regional Airport with the “Best Marketing Award” for the airport’s “Toes in the Sand” social media promotion.

awarded a chance to dig in the sand at the Time Warner Stadium for golf balls that were buried in the family zone. A total of 20 balls were buried and each ball represented a roundtrip ticket with Allegiant Air to Orlando. Outagamie County Regional Airport was recognized in 2011 at the same conference for the use of social media in their “Orlando Orange” campaign, a scavenger hunt. Airport Marketing Director, Kim Sippola, created both marketing campaigns.

Allegiant Travel Company, Delta Airlines, and United Express serve the 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. Marty Lenss is Airport Director (www.atwairport.com).

Las Vegas-based Allegiant Travel Company is focused on linking travelers in small cities to world-class leisure destinations. Through its subsidiary, Allegiant Air, the company operates a low-cost, high-efficiency, all-jet passenger airline, and offers other travel-related products such as hotel rooms, rental cars, and attraction tickets through its website www.allegiant.com. Forbes ranked Allegiant Travel Company ninth among Best Small Companies in 2011. Allegiant was also recently named one of FORTUNE magazine’s “100 Fastest-Growing Companies” for the second consecutive year. □

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Newton Municipal Airport – A Proven Track Record of Success!

NEWTON, IOWA – Newton Municipal Airport has adapted to meet the needs of the City of Newton over the years. Since 1954, the airport had grown with the help of the city's largest employer, "Maytag." Airside facilities grew as the need from local businesses increased. The airport was developed from a 2400 ft sod field to its present 5600 x 100 ft paved runway with ILS, VOR and GPS approaches.

Over the years, small improvements were made in the terminal facilities and other landside infrastructure, however, none greater than the project that was undertaken in 2004. The City of Newton, along with businesses and individuals, came together to build a first-class facility. This group knew the importance of leaving the best possible first impression of their town to the flying public. The new terminal, apron and t-hangar facilities were completed in February of 2005. In 2006, Maytag announced it was sold and would eventually leave Newton altogether. This was a huge impact to the local economy, as well as the airport operations. It was now more important than ever that the airport leave a good first impression to potential new businesses.

In 2007, the new facilities would also play a role and the airport would again need to further adapt for its new neighbor, the "Iowa Speedway." The Iowa Speedway brought NASCAR and IRL-sanctioned racing and created the busiest days the airport has ever seen. As the speedway's races became larger with more traffic, the airport needed to adapt by adding more ramp space for parking and a runway overlay and strengthening.

The fixed base operation, Johnson Aviation, Inc., has been a full-service operation with charter, flight instruction, aircraft sales, maintenance, and aircraft management since 1949. It, also, has had to adapt to the changes in Newton, as well as the aviation environment. Johnson Aviation serves all of Newton, Iowa, whether they fly or not. The staff at the airport is the first people that Newton's potential new businesses, customers and visitors meet, which is so important now that the town is actively recruiting new businesses.

Johnson Aviation – along with the City of Newton and local aviation enthusiasts – hosted an extremely successful "Fly Iowa" event. Fly Iowa is Iowa's aviation state fair. It consists of a free air show, displays, and aviation education programs sponsored by the Iowa Aviation Promotion Group. Holding

CONTINUED ON PAGE 28

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Airport Manager Serves Dual Role For His Country, For His Community

PHILLIPS, WIS. – Chris Hallstrand, airport manager at Price County Airport in Phillips, Wisconsin, since 2003, wears many hats: husband, father, airport manager, crew chief onboard a C-130 Hercules with the Minnesota Air National Guard, and general aviation pilot. Hallstrand has been deployed to the Middle East on an annual basis since 2008, starting in active duty with the U.S. Air Force in 1996 at Kirkland AFB, Albuquerque, New Mexico. Hallstrand says that his most rewarding mission is when he can bring home our troops on a medical evacuation flight, after they sustain injury in combat.

Aviation remains the common denominator between his two professional roles, and his interest in general aviation. Hallstrand is part owner of a Cessna 150 and enjoys getting stick-time whenever he gets the chance.

Hallstrand resigned as airport manager at Price County Airport in May 2012 to pursue other opportunities in airport management and with the 133rd Airlift Wing of the Minnesota Air National Guard, located at Minneapolis-St. Paul International Airport.

Dave Weirman Photos

NEWTON MUNICIPAL AIRPORT CONTINUED

this event in Newton was special due to Iowa Speedway's involvement. GASS racecar ride-alongs, a car show, excellent food and a free race that night, combined for a great day for Newton and aviation. Fly Iowa 2012 is scheduled for Saturday, September 15, 2012 at Atlantic Municipal Airport, Atlantic, Iowa.

Johnson Aviation's biggest challenge now is running an aviation service business for a town of 15,000 355 days a

year and then gearing up for the 10 extremely busy days that the racetrack brings. Newton Municipal Airport has proven its ability to adapt to the ever-changing world of aviation. Future plans include additional ramp space to accommodate additional race traffic and t-hangars for increased local demand. For additional information contact Ethan Nasalroad of Midland Aircraft/Johnson Aviation at 641-792-1292. Nasalroad is airport manager and president of Johnson Aviation. □

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Bittersweet Describes Demise of Orbiter Program, As Discovery Makes Final Pass & Heads For Udvar-Hazy

by Matthew Olafsen

Bittersweet appeared to be the word of the day, April 17, 2012, as the orbiter “Discovery” made its final flight from the Kennedy Space Center on Merritt Island, Florida to the National Air and Space Museum's Steven F. Udvar-Hazy Center in Chantilly, Virginia, just outside of Washington, D.C., atop a NASA Boeing 747 airliner. Thousands had gathered at the midway point, of what used to be the shuttle landing facility, to witness the historic departure. On hand were many current and former astronauts including the seven members of the STS-133 crew who had landed Discovery on this very runway just over a year ago, ending the orbiter's 27-year career.

NASA allowed a few lucky visitors to the Kennedy Space Center (KSC) to join the media and NASA employees to witness the flight that would bring Discovery on its last farewell tour of the space coast region. The specially modified 747, call sign “Pluto 95,” departed exactly at 7 a.m., flying south down the coast before turning over Patrick AFB and returning up the coast towards the visitors' center at KSC, then making a pass over the vehicle assembly building and launch pads, before returning for the final low pass down the runway.

Discovery was the longest running shuttle, first launching in 1984, and one of the original three that were produced including the “Challenger” and “Columbia.” Discovery accumulated exactly one year in space during its 39 missions, spent 365 days in space, orbited the Earth 5,830 times, and traveled 148,221,675 miles.

Some of the more notable flights of Discovery were STS-26 and STS-114, which were both return-to-flight missions after the Challenger and Columbia accidents. STS-95 brought former astronaut and U.S. Senator, John Glenn, back to space while STS-31 launched the Hubble Telescope, bringing us amazing images of the heavens.

Over the next few months the remaining orbiters will be moved one by one to their final destinations.

“Enterprise,” which currently calls the Smithsonian home, will be flown to New York's Kennedy Airport before being shipped by barge to the Intrepid Museum later this summer. “Atlantis” will have a short move to the visitors'

center at the Kennedy Space Center in Florida replacing the current mock up shuttle “Explorer” that will also be moved by barge to Johnson Space Center in Houston, Texas. Finally, “Endeavour” will make its final flight late summer or early fall



The vehicle assembly building at Kennedy Space Center with “Discovery” getting mounted on top of the Boeing 747 “Pluto 95” for its final flight to Washington Dulles International.

Matt Olafsen Photo





Matt Olansen Photo

to the California Science Center in Los Angeles, completing the 30-year shuttle program.

NASA's mission will now move into deep space exploration, taking astronauts farther than they have ever been before using a new rocket called "Orion," resembling the Atlas V rocket that flew the Apollo missions. Private companies like Space X will then be handed over the responsibility of

The media gathered around as "Discovery" and its Boeing 747 companion "Pluto 95" prepared for takeoff at the Kennedy Space Center on Merritt Island, Florida, for their flight to Washington Dulles International Airport, where Discovery was placed on permanent display at the National Air and Space Museum's Steven F. Udvar-Hazy Center in Chantilly, Virginia.

low-earth orbit operations. Space X, founded by Elon Musk, the founder of PayPal, is expected to resume U.S. operations to the International Space Station between 2014-2015 and at

press time, had scheduled a test docking of its Dragon capsule with the station on April 30, 2012. Until then, the United States, for the first time, will rely solely on the Russians to provide transportation to and from the space station at a cost of \$63 million per astronaut.

In the end it seems that "bittersweet" might be the perfect word to describe this day. This was surely a day that saw some sadness and frustration on the departure end as they said goodbye to a friend and remembered the thousands of workers now unemployed by the ending of the shuttle program, while up in Washington, there was overwhelming joy for the out-of-this-world exhibit they were about to receive. History will determine if our federal government's ending of the shuttle program was a good idea or a little premature, but until then, NASA will continue moving forward. Let's just hope that the orbiter Discovery will inspire those future engineers who will once again make us look skyward and yell, "Go, baby Go!" □

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* Source New York Times, October 20, 2006

A Day of Discovery

by Greg Reigel

On April 17, 2012, the decommissioned space shuttle "Discovery" arrived at the National Air and Space Museum's Steven F.

Udvar-Hazy Center at Washington Dulles International Airport. A little over a week later, a group of pilots and aviation enthusiasts from the Minneapolis area flew via Sun Country Airlines charter to see Discovery in its new home, as well as the other aircraft and exhibits at the Udvar-Hazy Center.

The trip to the museum was the latest in a series of "aviation day-trips" coordinated by former military/airline/corporate pilot, Malcom "Spook" Johns, and hosted by Sun Country Airlines. Previous trips coordinated by Spook included visits to the Naval Air Museum at Naval Air Station Pensacola, and the Air Force Museum in Dayton, Ohio.

For the Udvar-Hazy trip, the cost included round-trip airfare and bus transportation from the terminal at Dulles to the museum, and a free museum pass. As an added bonus, the Sun Country first officer for the flights to and from Dulles was former astronaut and space shuttle commander, Curt Brown.



Greg Reigel Photos

Orbiter "Discovery," now at rest at the National Air and Space Museum's Steven F. Udvar-Hazy Center in Chantilly, Virginia.



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Commander Brown was an astronaut with NASA from 1987 to 2000, when he retired. During his NASA career, Commander Brown flew a then-record six shuttle missions. Of note, Commander Brown commanded the 1998 Discovery mission that carried Project Mercury astronaut and Senator John Glenn back into space, making Senator Glenn the oldest person to go into space at age 77. Commander Brown's last shuttle flight was the 1999 Discovery mission to service the Hubble Telescope.

Sun Country Flight 8855 departed MSP Terminal 2 on time at 6:30 a.m. CDT. Although early in the morning, the cabin of the B737-800 aircraft was filled with anticipation. The passengers laughed and talked about airplanes and other aviation-related topics, as is often the case when pilots and aviation enthusiasts get together. The flight arrived at Dulles shortly before 10:00 a.m. EDT, when the Udvar-Hazy Center opened. Once the aircraft was parked on a midfield ramp, one of Dulles' "mobile lounges" (also known as "plane mates" or "people movers") arrived to transfer us from the aircraft to the main terminal building.

The Udvar-Hazy Center is adjacent to Dulles International. A taxiway actually connects the two and would have only required a very short walk from the aircraft to the museum. However, the taxiway is usually used just for official movement of aircraft or equipment to and from the museum, so we boarded a bus at the main terminal, which then took us to the Udvar-Hazy Center.





The tail section of Discovery.

The Udvar-Hazy Center hosts an amazing collection of aircraft and aviation exhibits. In addition to Discovery, the museum's exhibits include the Concorde; a Lockheed SR-71A Blackbird; the only on-duty survivor of the attack on Pearl Harbor, a World War II U.S. Navy Sikorsky JRS-1 amphibian aircraft; Bob Hoover's Shrike Commander; the B-29 bomber "Enola Gay;" 1980 World Aerobatic Champion and air show performer extraordinaire, Leo Loudenslager's, Bud Light Laser 200; and dozens of other aircraft and aviation memorabilia.

As you enter the museum and walk to the balcony overlooking the main gallery, you are greeted by a Curtiss P-40E Kittyhawk and a Vought F4U-1D Corsair suspended from the ceiling. Immediately below the balcony the SR-71A ominously greets visitors to the Boeing Aviation Hangar. (Some

of you may recall that the museum and its SR-71A were featured in the movie *"Transformers: Revenge of the Fallen."*)

Behind the SR-71A, the space shuttle Discovery takes center stage in the James S. McDonnell Space Hangar. Discovery is surrounded by a variety of spacecraft, satellites, recovery capsules, rockets, engines and other space-related exhibits and artifacts.

Up close, Discovery provides an intimate perspective that is far more detailed than you would otherwise see in print or other media. You can actually see the individual ceramic heat tiles that were the focus of the investigation after the space shuttle "Columbia" disaster. Exhaust marks are visible adjacent to the control thrusters. And the texture of the white nomex reusable surface insulation, which is a flexible fabric that looks like a wool blanket covered in sealant, is visible.



Greg Reigel Photos

Former space shuttle commander, Curt Brown, shares his experience flying "Discovery." Brown is now a First Officer with Sun Country Airlines.

These are all aspects of Discovery, and other space shuttles, that you very seldom see, if ever, in standard media coverage of the shuttle program.

The shuttle's condition is almost identical to when it was in service. According to Commander Brown, Discovery's cockpit is intact, but much of the internal wiring and electronics were removed when Discovery arrived at the museum. Unfortunately, the cockpit is not open for public viewing.

After lunch, we were treated to a private presentation/question and answer session in the museum's education center with Commander Brown. After viewing a brief video, Commander Brown answered passengers' questions for 2 ½ hours. He talked about the U.S. and foreign space programs, the unique challenges

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Greg Reigel Photos

The B29 "Enola Gay" displayed in the massive Steven F. Udvar-Hazy Center in Chantilly, Virginia.

of working in space and his opinions regarding the future of space travel and exploration. Commander Brown definitely provided an inside, and often humorous, scoop on what I think is probably the best job in the world.

Shortly before the museum's closing time, the bus arrived for our return trip to Dulles. In reverse of the morning logistics, when we arrived at the main terminal we were taken by people movers back to the aircraft, after clearing security, of course. Sun Country Flight 8856 departed Dulles around 7:45 p.m. EDT for the non-stop flight back to MSP.

As Commander Brown flew the B737 toward the setting sun and home, the cabin of the aircraft was subdued compared to the laughter and conversation of the earlier leg. Some passengers slept. After all, trying to see all of the aircraft and exhibits in

the museum in one day takes a lot of walking! Other passengers discussed the museum and its exhibits, or simply looked out the window at the cloud deck below, lost in thought. And at Commander Brown's joking suggestion, some passengers performed "fluid-loading" in preparation for landing at MSP.

We arrived back at MSP Terminal 2 shortly after 9:00 p.m. CDT after a full day. Although I think it is possible to see all of the museum's exhibits in one day, I have to confess that I fell short. That's okay. It gives me an excuse, not that I need one, to go back to the museum again.

If you ever plan a trip to the Udvar-Hazy Center, I recommend scheduling two full days to allow more time to read about and enjoy the aircraft and exhibits. And if you like to take pictures of aircraft, a second day would allow

After years competing in aerobatic contests throughout the world, and performing before millions of air show spectators, Leo Loudenslager's "Bud Light 200" now takes center stage at the National Air and Space Museum's Steven F. Udvar-Hazy Center in Chantilly, Virginia.

you to make two full "laps" around the museum: one with your wide-angle lens, and the second using your telephoto lens.

As far as I know, Spook doesn't have any other "aviation day-trips" in the works, but based upon the success of this and his prior trips, other trips may be planned in the future, so stay tuned to *Midwest Flyer Magazine* for special announcements, and check with Sun Country Airlines for tour dates. I highly recommend participating. □

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NASA Ends Endeavour's Journey

by Matthew Olafsen

The National Air & Space Administration (NASA) called the second week in May 2012 and invited me to visit the inside of their orbiter “Endeavour,” while it was undergoing one of its final power-up procedures. This was a rare opportunity as NASA’s media department only receives hours of notice as to when the orbiter will be made available to media and limits those opportunities to a handful of media representatives. I replied a quick yes, and found myself a mere 12 hours later, standing outside of orbiter processing facility bay number 2 (OPF-2) at NASA’s Kennedy Space Center on Merritt Island, Florida.

Just a few feet inside sat Endeavour being readied for its final ferry flight to the California Science Center in Los Angeles in September. Endeavour, or OV-105 as it is referred to at NASA, was the fifth and final orbiter added to NASA’s fleet, arriving in 1991. At the end of its career Endeavour had accumulated 299 days in space, flying 25 total missions while orbiting the Earth 4,671 times.

As I walked into the processing facility I noticed that all pictures hanging on the walls have red tags on them. At first they appeared to be price tags, but after closer



Blazing A Brilliant Trail: Space shuttle “Endeavour” and its six-member STS-134 crew head toward Earth orbit and rendezvous with the International Space Station. Liftoff was at 8:56 a.m. (EDT) on May 16, 2011, from Launch Pad 39A at NASA’s Kennedy Space Center.

NASA Photo

inspection, I could see that they all had been marked signifying that these were artifacts to be kept once this facility is closed. It then hit me that once Endeavour leaves, this building will no longer be needed, the halls will be empty, and the people gone.

At the end of the hall was my first stop where I could place my sunglasses and keys into a slot in the wall. Although Endeavour will never fly again, NASA keeps the same policies in place as if it were, thus nothing in your pockets and nothing that can come loose inside the orbiter is allowed. As I proceeded into the next room, I was greeted by a security check and just behind him, captured my first glimpse of the shuttle, hidden within a jungle of scaffolding that surrounds it. In front, one large sign is lighted reading, "Vehicle Powered." Endeavour was the last of the shuttles to have power attached to it.

The last de-service procedure was completed on May 11, 2012, and at 9:58 am, the last switch was thrown powering down the orbiter forever.

Heading up the stairs we were met by yet another checkpoint just before we entered the white room. Here we remove our badges so that NASA officials can keep track of everyone that is inside of the orbiter and are once again checked that everything has been removed from our pockets. Blue tape is provided to cover over watches and jewelry to prevent pieces from accidentally falling off inside the orbiter.

It was then time to enter the white room, which acts as a sterile room between the outside elements and the orbiter itself. I first entered the room through a set of doors that enclosed me in an elevator-sized room where blowers were engaged removing any debris off of my clothing. Once inside I could not help but notice that the room was covered in thousands of signatures from floor to ceiling. It turned out that everyone visiting the interior of the shuttle from astronauts, technicians and guests are given the opportunity to "autograph" a wall of the room. A United Space Alliance technician quickly points out an STS-107 mission patch sticker; around it signatures could be found from the crew, which had used this white room during one of its dress rehearsals for launch. STS-107, flying on the orbiter "Columbia," became a worldwide news story when it came apart during re-entry over northern Texas. The entire crew was lost on that mission, but it was clear to the employees working on the shuttle program, that they would never be forgotten.

We entered the orbiter through the main entry hatch, our booties snug around our feet to protect from foreign objects entering the orbiter. The main hatch leads into the mid-deck area where the seats have already been removed for future display in the museum.

Here is where the astronauts could exercise, sleep, conduct their experiments and hit the head when needed. It could be modified with up to three seats, depending on the size of the crew that was going up. There is a hatch in the aft part of the mid-deck leading to the payload bay where astronauts would exit to conduct spacewalks.



Matthew Claesen Photo

During preparation for displaying at the museum, NASA had to power-up the orbiter every so often to de-service fluids from the system lines. These limited power-up sessions allow visitors to view the flight deck as it would have looked on launch day.

There are two ladders on either side of the room that lead up to the flight deck area of the orbiter. Climbing up these ladders makes you realize what a small area these astronauts had to work in. It is hard to imagine how they were able to get into their seats with their space suits on while it was standing vertical, as I had a hard enough time in blue jeans while it sat horizontal on the ground.

The flight deck is outstanding to look at all lit up. As



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The cargo bay area of Endeavour is where numerous spacewalks, one "Mir" docking, and 12 space station dockings had occurred. This is where "Spacelab" first gave astronauts room enough to conduct multiple experiments. This is where the "Canadarm2" robotic arm and Japan's "Kibo" module sat in during the construction of the Space Station.

an airline pilot, I was still amazed at what I was seeing... more like a work of art than a functioning cockpit. United Space Alliance technician William Powers assisted me with navigating my camera equipment around the tight quarters while also explaining to me what I was looking at. He moved around the flight deck fixing the seat cushions, removing pieces of tape that were covering buttons, fixing the brightness of the lights just right as if he was a proud parent showing off his child. "It has to be just right," he said. He had been with the shuttle program since its beginning. What will you do after the Endeavour leaves, I asked. "Looks like I am out of the space business," was his response. "No one is hiring." A remark that is all too common from the thousands of now unemployed shuttle workers around the country. The remaining workers continue to maintain their professional attitudes and work ethics, but you cannot help but notice the underlying frustration that many of them are experiencing. They are proud of what they have done and are happy to see that the orbiters will be preserved. But with so many good years of life left on these orbiters, many are asking, why now?



Climbing through the fuselage of Endeavour.

My limited time on the Endeavour was coming to an end. Just not enough time to soak it all in, but definitely an experience I will take with me for the rest of my life. Before we leave my escort Kendall Thornsley, a long-time NASA photographer and media representative, wanted to show me one more thing. We walked around the nose of Endeavour, up the spider web of scaffolding, and back to the cargo bay area.

The doors were open and you could see the clean inside of the cargo bay. Before the final power down, these doors will be closed and sealed permanently. "Atlantis," which will be displayed at the Kennedy Space Center, is the only orbiter planning to be displayed with the cargo bay doors open.

My morning with Endeavour has now come to an end. My time is up and the next media representative is already putting his boots on for his own experience. But there is still one last thing I have to do before I leave. Now where is that marker...I have a wall to sign!

Special thanks to Lisa Fowler and Kendall Thornsley of NASA; and William Powers and Rene Arriens, representing USA.



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American Barnstormers Tour To Showcase Golden Age of Aviation

MINNEAPOLIS, MINN. – The American Barnstormers Tour, a nostalgic salute to the barnstormers who ventured across America during the 1920s seeking fame and fortune in their biplanes, is scheduled to visit North Dakota, Minnesota, Wisconsin, and Illinois on their fourth biannual tour this summer. As many as 14 meticulously restored vintage aircraft from the 1920s and 1930s will journey through the Midwest on a five-city tour from August 9-26, 2012:

August 9-11 - Fargo Air Museum, Fargo International Airport (KFAR), Fargo, North Dakota.

August 12-14 - Brainerd Lakes Regional Airport (KBRD), Brainerd, Minn.

August 16-18 - Chippewa Valley Regional Airport (KEAU), Eau Claire, Wis.

August 19-21 - Manitowoc County Airport (KMTW), Manitowoc, Wis.

August 23-26 - Dekalb Taylor Municipal Airport (KDKB), Dekalb, Ill.

Tour aircraft will be on display from approximately 10 am to 6 pm, weather permitting, and admission is free!

The American Barnstormers Tour was born under the wing of an antique Travel Air biplane on a grass airfield in Iowa. In the company of friends and vintage biplane pilots, plans were formed to resurrect the barnstorming tours of the 1920s, where many local citizens would see their first airplane up close, or perhaps spend a few dollars for their first flight. Tour organizers Clay Adams and Sarah Wilson saw an opportunity to give visitors from all backgrounds a unique vantage point to connect the past with the present.

The first American Barnstormers Tour lifted off in 2006 with 17 airplanes from Kalamazoo, Michigan, and traveled throughout five states to end at EAA AirVenture in Oshkosh, Wisconsin.

"The response was tremendous; it reinforced our belief that people were still excited to see these beautiful aircraft and take their first biplane ride," said Wilson.

In 2008, the tour flew westward



Clay Adams



Sarah Wilson

into America's Heartland and grew to 19 aircraft and 45 crewmembers. Organizers estimate that more than 20,000 people saw the tour in 2010, and they nearly doubled the number of biplane rides given.

A select group of aircraft and highly skilled aviators are chosen for each tour based on the uniqueness of their ships and their commitment to promoting vintage aviation. All barnstormers participate in recreating the era with period costumes, aircraft signage, historical information, and vintage props. They are aviation ambassadors and love to share the stories and personal history of their aircraft with anyone who will listen.

At each location, the aircraft will take to the skies for a "Barnstormers Parade of Flight" with master of ceremonies, EAA radio on-air personality, Jeff Montgomery.

"Our tour gives people from all over the country the chance to travel back in time and experience the same sights, sounds, and excitement they would have felt some 80 years ago as they looked out across the fields and saw the barnstormers on the horizon," said tour organizer, Clay Adams.

The period between the end of World War I and the United States' entry into World War II is remembered as "The Golden Age of Aviation," and it truly was. Barnstorming tours, trophy races, and record-setting flights all captured the public's attention as they raced to see the daring flocks of birdman, and take their first flight in an open cockpit biplane.

An airline captain by profession, but a barnstormer at heart, Clay Adams would have preferred to have been born a half century earlier and the original owner of his 1929 Travel Air, flying during the Golden Age of Aviation.

One of only a handful of women to teach flying in vintage biplanes, Sarah Wilson truly is a modern-day barnstormer, giving instruction in a 1940s Stearman for Waldo Wrights Flying Service at "Fantasy of Flight" in Polk City, Florida in the winter, and traveling with the American Barnstormers Flying Circus in the summer. With almost two decades of experience in both the aviation and hospitality industries, Wilson is one of those rare pilots who loves to teach for the sheer joy of watching her students soar with their new-found skill and knowledge.

For more information on the American Barnstormers Tour, go to www.americanbarnstormertour.com, or call Sarah Wilson at 863-286-4103. □



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First-Timers From The Midwest Fly To Sun 'n Fun

A Look At This Year's Spring Break For Pilots



Flight 101, a flight school at Pontiac International Airport (KPTK) in Pontiac, Michigan, combines flight training with excursions, like going to Sun 'n Fun. Five students and two instructors flew in two aircraft. (L/R) Students Jim Petersen, Tyler Bertapelle, Jenny Shu, instructor Chris Holton, student Jennings Lewis, instructor Kenneth Beason, and student Dan Saliba.



Mike Cooper flew from Ft. Dodge, Iowa, in his RV-8, which he completed last fall.

by Steve Schapiro

Mike Cooper has been flying for years – first in the Air Force where he instructed in T-38s before flying F-4s and F-15s, and then for Northwest

Airlines where he was a captain flying DC-9s and A-320s, before retiring in 2006. But he had never been to Sun 'n Fun.

On Labor Day last year, he flew his RV-8 for the first time after spending three years and 11 months building it. When a high school friend who lives in Tampa suggested he fly the plane to Sun 'n Fun, March 27-April 1, 2012 from his home in Iowa, Mike figured why not – the weather's usually good in Florida this time of year (certainly better than Iowa), and there are plenty of airplanes and vendors to check out at the fly-in.

"I'd heard about Sun 'n Fun and I go to Oshkosh quite a bit," Mike said. "I thought, you know, I would try out Sun 'n Fun."

Jennings Lewis also decided he would try out Sun 'n Fun for the first time. But he hadn't heard too much about it. In fact, before starting flight lessons in February 2012, he didn't know much about aviation.

When he climbed into a Cessna 172 in Waterford, Michigan, with his instructor Chris Holton and fellow student Jim Peterson, Jennings had a total of 8 hours of flight time. He hadn't even soloed yet. But that didn't stop him from a flight-training trip in which he was one of five students, flying with two instructors in two airplanes from "Flight 101," a flight school based at Pontiac Airport (KPTK).

The second plane, a Cessna 172RG, was flown by instrument students Jenny Shu and Dan Saliba, and Tyler Bertapelle, who is working on his private certificate with instructor, Kenneth Beason. The trip was Jenny's second time to Sun 'n Fun, and Dan's fifth. The other five members of the Flight 101 group, including both instructors, were going for the first time.

One of the most encouraging things about the group is that five out of the seven are in their early 20s or younger.

"I'm more than twice as old as all of them," Jenny joked.

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"I was telling one the young guys, 'I bet you didn't expect to go on your spring break with someone your mom's age!' We kind of laughed. The youngest one, Tyler, he's still in high school. This is his senior year."

Flying To Sun 'n Fun

Although Mike and the Flight 101 group both started in the Midwest, their trips were quite different. Mike flew a less direct route and made overnight stops on his way to Florida and again on the trip back to Iowa, visiting family and friends.

The group from Michigan made the entire trip in one day, logging more than 10 hours of flight time both on the way to Florida and on the trip home. They planned legs of more than 250 nautical miles so Jenny and Dan could fulfill requirements for their IFR ratings and selected airports with lower fuel prices.

On the way to Florida the two planes made stops at Big Sandy Regional Airport (K22) in Prestonburg, Kentucky, where fuel was approximately \$5.30 a gallon. After lunch, they were off to Greenville Spartanburg International Airport (KGSP) in Greer, South Carolina, where fuel was a bit higher – \$6.19 a gallon. The final stop before coming into Lakeland was Cross City, Florida (KCTY). Fuel there was \$5.29. Fuel at Sun 'n Fun was \$6.24 a gallon, which included a \$0.20 discount.

The group had a full day of flying



A Cessna 196, Cessna 195 and a Stearman in the Vintage Camping area.

and arrived after dark, meaning the arrival procedure detailed in the NOTAM was no longer in effect. So Tyler, at the controls for the final leg, did get his first few hours of night flying, but didn't get to fly over Burke Lake, rock the 172's wings after a spotter on the ground radioed "red and white Cessna," or land on a colored dot as instructed by the tower. Next time!

He also didn't get his first night landing, as Kenneth handled that. Since the General Aviation camping was already closed for the night when the two aircraft arrived, they parked the planes at the FBO on the north side of the airport and set up their tents next to Dan's parents, who winter in Lakeland with their RV and volunteer at Sun 'n Fun. The next morning, the group moved the planes to Row 13 of the

aircraft camping area just to the south of the departure end of Runway 9.

Mike took a somewhat scenic route, flying south from Fort Dodge, Iowa, to Stan Stumper Municipal Airport (KHHW) in Hugo, Oklahoma, en

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"FIFI" on a bomb run during the warbirds show on Saturday.



Kermit Weeks makes a high speed pass in his P-51C as part of the "Mustangs & Mustangs" event featuring hundreds of classic cars and a few classic aircraft.

route to Brownsville, Texas (KBRO), where he spent the night and picked up his nephew Matt Cooper. The next day, the two followed the Gulf Coast over Corpus Cristi and Galveston before making a fuel stop in Hammond, Louisiana, to the east of Baton Rouge. From there, another three hours of flying and they arrived at Sun 'n Fun and parked with several other RVs in the homebuilt area.

A Lot To See & Do

Pilots come to Sun 'n Fun for a variety of reasons – the air show, to check out the newest avionics and other aviation products, and to see a whole variety of aircraft from the 275-pound WoW (Wonder of Wonders) Belite, which looks like a Wonder Bread bag with wings, to the Commemorative Air Force's 75,000-pound B-29, "FiFi," the only B-29 flying today in the world! Throw in plenty of Stearmans, T-6s, an Extra or two, a Harrier, and the Thunderbirds, and you've got it all.

"People go there for three purposes," said Mike Cooper. "One, people want to look at and see what other people have done [building airplanes]. I know that's what I go to air shows for...that's my primary purpose. The other thing, I like to look at the vendors and see what's out there – the new stuff – and then to see the air show itself. But the primary thing is to see other airplanes."

Even though Dan Saliba has seen lots of different types of aircraft in the several years he has been going to Sun 'n Fun, two stood out for him this year.

"I've never seen a Harrier before. Watching that thing

fly in the air show and seeing it on the ground...that was amazing," he said. "And also seeing the B-29 "FiFi" that was there. I've never seen a B-29 before. I'm really glad I got to see those."

For most of the Flight 101 group, the air show was the highlight. Several of them were particularly impressed by Skip Stewart flying his modified Pitts S-2S, Prometheus, and John Mohr flying his Stock Stearman, performing the Masters of Mayhem routine featuring a knife-edge pass just off the deck, punctuated with explosions, a wall of fire, blaring music and Chris Darnell screaming down the runway in the Flash-Fire Jet Truck.

Each day featured different performers. Among the more impressive acts was Team RV, which touts itself as the world's largest air show team with 12 pilots. Watching two flights of six aircraft wing-tip to wing-tip perform an opposing pass is something quite special to see.

Another uncommon act was Jim Peitz doing loops, rolls and very low, high-speed passes in his Bonanza F33C. There's just something fun about seeing aerobatics performed in certified production aircraft.

And of course, the United States Air Force Thunderbirds dazzled the crowd with precision maneuvers in their F-16s.

Light Up The Night

Typically, once 5 pm rolls around, the vendors roll up shop, and the grounds empty out. But on Friday night, visitors were treated to something special after dark – a night



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air show. "It's just a totally different experience. I don't know how to describe it," Jenny Shu said. "Being at nighttime adds a mysterious feeling."

"The formation flying at night I thought was real impressive," Kenneth Beason said, referring to the Aeroshell Team. "They do all this stuff that they do during the day, but now they're adding that additional element of night."

After seeing "Otto," a Schweizer 300C helicopter, perform a 12-minute show filled with pyrotechnics, Kenneth was left asking himself, "How do you get approval to launch fireworks off your airplane?"

While the students were most interested in the air show performers, Kenneth spent some time checking out the vendors. He wasn't alone, however, as Jennings Lewis and Jenny Shu both purchased headsets.

The product that garnered the most attention by far was the Stratus receiver, developed in partnership with ForeFlight and Appareo. It provides in-flight weather and ADS-B for iPad users with the ForeFlight app through a Bluetooth connection. The portable receiver provides NEXRAD radar, METARS, TAFs, winds aloft, TFRs and GPS position to anyone with a ForeFlight subscription. Essentially what it does is provide the same weather information a ForeFlight user has on the ground through a WIFI connection, but in the air. The receiver costs \$799 and there are no monthly subscription fees, although you do need ForeFlight to use it, which has a \$75 annual fee, which is still less expensive than paper chart subscriptions, less cumbersome, and offers so much more utility!

"The box is exciting because instead of landing or not knowing [what the weather is], you'll be able to make a decision in the air, instead of having to land and look at a computer screen," Kenneth Beason said. "I'm trying to figure out how to buy one."

Who says that the cost of flying is increasing? ForeFlight and Appareo are helping to reduce the cost of flying, while increasing aircraft utility, pilot education and safety.

Appareo is a Midwest company, headquartered in Fargo, North Dakota.

Among the aircraft displays that were getting a lot of attention were a couple of experimental designs. Velocity debuted its V-Twin, a twin-engine version of the sleek, four-place canard design. The prototype made its first flight just two weeks before the start of Sun 'n Fun, and uses the same fuselage as a traditional Velocity, but it replaces the winglets, which serve as rudders, with a conventional vertical stabilizer and rudder.

Another aircraft that was in the running for the "Dead Grass Award" (despite being parked on pavement) was the 9/10-scale Spitfire available from Supermarine Spitfire of Texas. The all-aluminum, two-seat replica making its first appearance at Sun 'n Fun sells for \$168,000 for the airframe kit with the engine priced at another \$46,000.

Of course, there were big displays by Piper, celebrating the 75th Anniversary of the Piper Cub; Cessna, and Hawker Beechcraft. On Thursday, about 50 aircraft flew over to



Looking a bit like the little brother of a Beech Starship, Velocity Aircraft debuted a new twin-engine version of the speedy four-place canard.

Fantasy of Flight for the annual Splash-In on Lake Agnes. Visitors could see everything from a Trike on floats to Kermit Weeks' four-engine Short Sunderland (although it stayed in the hangar). Other exotic aircraft that were on display were Fantasy of Flight's Grumman Duck and the Sikorsky S-39 with its distinctive leopard pattern paint scheme, which Kermit flew at the Splash-In.

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



A Piper Meridian with the G1000 instrument panel was featured outside the Piper exhibit.

Bouncing Back

With a struggling economy and last year's tornado that ripped through the Sun 'n Fun grounds, the question on everyone's mind was how was attendance?

The weather was seasonably warm and sunny every day (with the exception of a short rain shower on Saturday), which certainly contributed to what organizers said was record attendance. A strong weekend crowd must have made up for what seemed to be a light crowd early in the week. On Monday night, there were only 40 planes in General Aviation Camping and the lines at lunchtime on Tuesday and Wednesday were quite short (which was a nice surprise).

One issue several people commented

on was having to leave the homebuilt parking area at 12:30 pm for the start of the air show for safety reasons. What made things worse, volunteers blowing whistles were none-too-polite in clearing the area as early as 12:10 pm. Some even refused to allow newly arrived pilots to tie down, which is surprising given how quickly the storm hit last year.

"I really didn't like the fact that you couldn't be around the airplanes, the homebuilt area anyhow, during the show," Mike Cooper said. "The primary thing is to see other airplanes, and during the show you can't do that. That really detracts [from the event]."

However, Mike heard that might be changing. This was the first Sun 'n Fun under the leadership of John "Lites" Leenhouts, and overall things seemed to run well. But whenever a



Piper President and CEO Simon Caldecott (left) recognized the company's 75th anniversary, gave a brief state of the company address, and provided a preview of his vision of the future.

"Piper is strong and healthy. We have a good business; we have a great heritage," Caldecott said. "We've realigned the business and focused on the M-Class, the Seneca and the trainers. One of the big things I want to do is get Piper heavily back into the training business."

To highlight Piper's training aircraft, Piper delivered the keys to a new twin-engine Seminole to Jerry Gregoire (right), the chairman of the board of Redbird Flight Simulations, Inc. "We consider it to be the best possible trainer for our particular mission at the school. It's rugged, it's reliable, it's tested," he said.

In November 2011, Redbird Flight Simulations and King Schools opened a research and development laboratory, the Redbird Skyport in San Marcos, Texas, aimed at testing the idea that students can use a simulator to gain the majority of flying skills before getting in the cockpit of an actual airplane. The Seminole is the first multi-engine aircraft in the Redbird fleet.

new leader takes over, changes typically follow, and Mike heard rumors that homebuilt parking might be moved so visitors could see the aircraft on display during the show without compromising safety. Such a change would certainly be welcomed.

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Time To Go Home

The Flight 101 group spent two full days in Lakeland before firing up their two 172s for an early morning departure on Sunday. Once again they planned a fairly direct route. However, weather was a problem heading back up to Michigan, which required some changes, and a reminder of how nice it would be to have the Stratus receiver with real-time weather in the cockpit. Next year!

"On the return flight we had to dodge some thunderstorms," Kenneth said. "ATC is going through the list of planes they are talking to asking if they have onboard weather. Probably 90 percent of them said yes, and then they get to us and we say, 'No, we definitely would appreciate vectors around any storms you may see.'" The group witnessed firsthand how beneficial ADS-B will be to both pilots and air traffic control once the GA fleet is fully equipped.

The experience proved a great training exercise as the student pilots got to fly in actual IMC conditions and had to make decisions on using alternate airports, when to launch and when to wait, adding another aspect of fun to the trip. "The journey itself is exciting for me," Jenny said. "Getting there and coming back, the trip itself is very exciting."

Mike didn't have to fly around any storms as he took his time heading

back to Iowa, stopping off to visit friends. After two days of looking at airplanes, checking out vendors and watching the air show, he flew over to Tampa Executive and spent some time on the beach. The next day he flew to Tullahoma, Tennessee, where he spent the day visiting an Air Force buddy and touring the Jack Daniels distillery. That left him with only a few hours of flying to get home.

Before leaving Sun 'n Fun, Mike did pick up one thing – a plaque for "Outstanding Homebuilt." There were two or three others that placed higher than his RV-8, but the recognition was a nice surprise.

"I wasn't sure I was going to enter it into any kind of judging," Mike said. "I wasn't really prepared." Just as he casually decided to check out Sun 'n Fun, he figured it couldn't hurt to allow the judges to look over his plane. Now his award is serving as a bit of inspiration. "I'm going to make a few changes, fly into Oshkosh, and see how it does up there."

EDITOR'S NOTE: Steve Schapiro is a private pilot and aircraft owner, and was senior editor of EAA Sport Aviation from 2010-11. He has lived in Chicago, Illinois and Oshkosh, Wisconsin. He is currently on special assignment with the Commemorative Air Force as a freelance journalist. Schapiro flew his 1968 Piper Arrow from Warren, New Jersey to Lakeland, Florida for Sun 'n Fun. His father, Jack Elliott, is a noted aviation author (i.e. *Adventures In Flying*). □



John Castle

An Aviat Husky (top) and another aircraft fly in loose formation over Lake Agnes, next to Kermit Weeks' "Fantasy of Flight Museum" in Polk City, Fla., for the annual "Splash-In" during Sun 'n Fun.

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Safety Directives & Other Unsafe Conditions In Special Light Sport Aircraft... Tracking Airworthiness Problems In S-LSA Under The Current System



As the cockpits of Special Light Sport Aircraft become increasingly sophisticated, certified components are finding their way into avionics stacks. Owners and maintenance technicians cannot always count on airframe manufacturers to inform them of Airworthy Directives issued against these components, although some manufacturers do much better than others.



The new Lycoming IO 233-LSA is designed to meet the ASTM standard for use in S-LSA, but the company has plans to certify it for use in standard category aircraft as well. If that happens, the potential for confusion of two continuing airworthiness systems, Safety Directives and Airworthiness Directives, could pose real problems for owners and maintenance technicians, unless reforms are adopted.

by Doug Hereford, A&P/IA

In the world of Special Light Sport Aircraft (S-LSA), it is FAR Section 91.327 that requires periodic inspections, and like any inspection in aviation, the purpose is to uncover unsafe conditions.

How does one go about discovering unsafe conditions on an S-LSA?

Your first answer is probably: “Condition Inspection, right?” Yes and no.

Once a required Condition Inspection has been completed, in order to approve the aircraft for return to service, the person who performs the inspection must make an aircraft maintenance record entry certifying that the aircraft is in “a condition for safe operation.” This singular requirement is the driving force behind several realities for the inspector. Let’s examine them.

First: The inspector is not in a position to make this certifying statement unless the inspection procedures used are of the scope and detail necessary to completely inspect the entire aircraft. We start with an inspection checklist, and in the case of S-LSA, this checklist must be one provided by the aircraft manufacturer. This means that there is no such thing as an “abbreviated inspection.” It’s either a Condition Inspection of the entire aircraft, or it is not.

Second: The inspector must ensure that the aircraft is in compliance with all other legally required items of maintenance that exist to correct unsafe conditions. (This responsibility is imposed by FAR Section 43.15(a)(1). Section 91.327 defines these items as “Safety Directives” (SDs), and FAR Section 39.3 defines these items as “Airworthiness Directives” (ADs).

Third: Arguably the most important reality for the inspector is the fact that because he or she alone certifies the aircraft to be in a condition for safe operation, he or she bears the sole responsibility for ensuring that it is so. It is the inspector’s judgment, which will ultimately determine whether or not the certifying statement is made, approving the aircraft for return to service.

The first and third maintenance reality seems to be fairly black and white: use a checklist, and the inspector is responsible. Ok, but what about Reality Two: the need to find out about and comply with all other legally required maintenance items? Here’s where things begin to get difficult.

Obviously the inspector must have a system for determining the status of applicable Safety Directives, and Airworthiness Directives. “The owner should provide these,” you say. That may or may not be true, but it is the inspector who makes that certifying statement, and some owners are more up on things than others. An inspector cannot put his or her faith in such a weak link in the communication chain when determining the status of applicable Safety Directives or Airworthiness Directives (Reality Three).

Therefore, an inspector must be diligent to search out applicable Safety Directives and Airworthiness Directives. In the world of Standard Airworthiness, there are various long-standing, tried-and-true methods that can be used to perform AD research. The same cannot be said for the S-LSA world. This is where the inspector can be hung out to dry, so to speak. There are three problems.

First problem: Manufacturers apparently are not making themselves aware of all unsafe conditions which arise, as is required of them by certification rule. This is evident in the fact that there are numerous S-LSA out there with FAA-approved parts installed for which Airworthiness Directives have been issued. As FAR Section 39.3 states, an Airworthiness Directive is by definition issued to correct an unsafe condition.

How many S-LSA are running around with KT-76A or GTX-330 transponders installed? How many have United Altimeters installed? How many have ACS ignition switches installed? Each of these components has one or more ADs issued against it. If the system worked as it should, the S-LSA manufacturer would issue a safety directive which would in each case transmit the relevant AD. To my knowledge, no manufacturer is doing this.

Second problem: There is a huge inconsistency as to what a "Safety Directive" actually is. Section 91.327 requires compliance with Safety Directives issued to correct unsafe conditions. This language seems to make evident the fact that Safety Directives can *only* be legally required when issued to correct unsafe conditions. However, manufacturers must issue "Notices of Corrective Action" in accordance with the ASTM Consensus Standard F2295, *Standard Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft*.

This controlling consensus standard contains relevant terms and defining parameters, which are much broader than the "unsafe conditions" language of Section 91.327, and in fact, F2295 does not even have the term "Safety Directive" contained within it. Instead, the terms "Safety Alert," "Service Bulletin," and "Notification" appear as forms of Notices of Corrective Action. Worse, there is every kind of Bulletin, Letter, Alert, Notice, etc., conceivable being published by the various manufacturers. This confused situation leaves the inspector to wonder what is really legally required.

Third problem: There is no reliable data base system for Safety Directive research. Many manufacturers have very comprehensive web sites devoted to support of their machines. This is a step in the right direction although still very lacking, to say nothing of the manufacturers who *don't* provide access to good technical support.

Yet another potential for failure when certifying an S-LSA to be in a condition for safe operation, comes in the form of Airworthiness Limitations. These are FAA-approved and legally required inspections or other maintenance tasks, which are a part of the Type Design of products produced under FAA approval. The immediate rebuttal will be that Type Design does not apply to S-LSA. This is correct; however, it is possible to have a TC'd product installed on an S-LSA (e.g., engine or propeller). In this case, if the installed product had existing Airworthiness Limitations,

even though they are not by definition unsafe conditions on TC'd products, it would only make sense that these would need to be addressed by an inspector before making the certifying statement approving the S-LSA for return to service.

One such example might be the Lycoming fuel-injected engines. Newer TC'd versions of these engines have an Airworthiness Limitation requiring special inspections of the fuel injection lines. (On older engines, this inspection is driven by an AD). If the S-LSA continued airworthiness system worked as it should, this Airworthiness Limitation would be captured by the S-LSA manufacturer, and transmitted as a Safety Directive. Given the other anomalies with the Safety Directive system, if this scenario were to arise, an inspector would be foolish to assume that a Safety Directive would be issued.

One final dilemma related to ADs: If an AD requires any form of alteration to the product for which it is issued, legally speaking, prior aircraft manufacturer approval would be necessary, as S-LSA cannot be altered without this. The manufacturer could simply issue a Safety Directive to transmit the AD (as should be done), include the approval for the alteration, and the problem would be solved. But this isn't happening.

So it has become readily apparent through all of this that the Condition Inspection itself is only one part of the to-do list for the inspector when looking for unsafe conditions on an S-LSA with

the ultimate goal of certifying the aircraft to be in a "condition for safe operation." When it comes to the continued airworthiness items, the system leaves a lot to be desired. Unfortunately, this reality gives the inspectors no relief from their legal responsibilities prior to approval for return to service. Until the system is refined (or completely overhauled), Safety Directive research, while mandatory, will be unreliable and clunky at best, and separate AD and Airworthiness Limitation research will continue to be essential steps to assure airworthiness.

Owners and inspectors should stay in constant contact with aircraft manufacturers. When questions arise the aircraft manufacturer should be consulted. The FAA should immediately mandate that manufacturers make clear distinctions between Safety Directives and other forms of service information. The agency should also create a central database, readily available to the public, for the collecting and organizing of Safety Directives as they are issued.

Next, Advisory Circular guidance should be published to advise the field on acceptable methods to perform Safety Directive research, and provide information on the Safety Directive system in general.

Finally, the FAA should see to it that aircraft manufacturers are making themselves aware of existing and potential unsafe conditions that might already be reflected as ADs, and

CONTINUED ON PAGE 59

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Wipaire Completes Cessna 206 Project... Working On Caravan, Skylane Improvements

by Steve Schapiro

The centerpiece of Wipaire's display at Sun 'n Fun this year, March 27 thru April 1, 2012, in Lakeland, Florida, was a custom-designed and built Cessna 206 that the company delivered to Key West Seaplanes, a charter operation in Key West, Fla. The gorgeous yellow and white aircraft attracted a lot of attention to the Wipaire display, and Wipaire President Chuck Wiplinger was on hand to answer questions and to discuss with pilots other projects the company has underway.

While Wipaire is most associated with its aircraft floats, the company also has been engineering and building high-performance modifications since 1960. The Cessna 206 delivered to Key West Seaplanes was built from parts and a complete fuselage in about three months, and has amphibious floats that will allow the plane to operate on water or land,



Chuck Wiplinger



Wipaire's custom-built Cessna 206, delivered to Key West Seaplanes, features several Wipaire modifications including "Wip Tips" that improve performance.

including grass airstrips.

One of the main features are the "Wip Tips" that extend the wings by 18 inches, increasing the rate of climb and reducing the take off and landing distances. The modified tips also reduce fuel consumption and increase flying stability at low speeds.

Powered by the Wipaire IO-550 engine upgrade with the McCauley prop modification, this Cessna 206 is able to use all 300-plus horsepower continuously, boosting climb and cruise performance. Surprisingly, it has a quieter operation, which helps Key West Seaplanes fulfill its commitment to noise abatement, as it flies to Little Palm Island and other exclusive island resorts.

The aircraft also features the Wipaire

copilot door installation, which adds a third door made of carbon-reinforced composite material that utilizes Cessna-manufactured hinges and latches.

The additional door provides both safety and convenience getting in and out of the plane. In the next few months, Wipaire plans to update the Cessna with its newest generation of floats and expects to be doing modifications to other aircraft in the Key West Seaplanes fleet.

Wipaire is also involved in research and development to expand the utility of the Cessna 208 Caravan, Cessna 182 Skylane, and the Aviat Husky.

The South St. Paul, Minnesota-based company is testing new Wipline 8750 floats for the Cessna Caravan and at press time, was expecting an STC in June. The 8750s will replace the Wipline 8000 floats.

Depending on an aircraft's configuration, the new floats will increase the gross weight to 8750 pounds. The modified hull design has a steeper dead-rise angle that should provide better handling in rough water. Wiplinger said the biggest changes are a new main gear system designed to reduce maintenance and improve accessibility by having actuating components in fewer bays, as well as a more reliable oleo*. The new floats feature a pylon attachment instead of


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struts, which along with the new hull shape, makes them similar in design to the Wipline 13000 floats for the Twin Otter.

For the Cessna 182, Wipaire is working on a gross weight increase that will increase the gross weight to 3500 pounds. Wiplinger said he hopes

to have the STC completed in July. The plan is to certify the gross weight increase on floats first and then do a "wheel plane conversion" shortly thereafter. Wipaire is also scheduled to begin work on a gross weight increase for the Aviat Husky that will increase the weight to 2250 pounds when

installed on Wipline 2100 amphibious or seaplane floats.

* An oleo strut is an air-oil hydraulic shock absorber used on the landing gear of most large aircraft and many smaller ones. It cushions the impact on landing and while taxiing, and damps out vertical oscillations. □

Minnesota Senator & Representative Recognized By Recreational Aviation Foundation

Senator John Carlson (R. Bemidji) and Representative David Hancock (R. Bemidji) have received national recognition from the Recreational Aviation Foundation (RAF) for their efforts to amend the Recreational Use Statute (RUS) in the State of Minnesota.

RAF President John McKenna explained: "Recreational Use Statutes give limited liability to private landowners that allow others to use their property. It's sometimes called 'The Good-Guy Law.' Each state has enacted laws limiting liability for landowners that allow others to use their land, providing that no charge is made for the use, and that the landowner doesn't intentionally create a hazard."

The Minnesota RUS lists a number of outdoor activities, like hunting, fishing, swimming, plant and rock collecting, cave exploring, snowmobiling, and cross country skiing.

While it didn't exclude aviation, it didn't specifically include it either, causing cautious landowners to not allow aircraft to take off and land at private airstrips. This bill makes that change.

Senator Carlson and Representative Hancock carried the bill through the Senate and the House, respectively. With the legislative session ending, many did not think that there was time enough to address the bill, but they found ways to get a hearing on it. Ultimately, the House and Senate passed different versions of the bill, which were ironed out in a late-night House-Senate Conference Committee.

"We watched the progress of the bill every day," said RAF's McKenna. "Sometimes, we thought there was no hope, but Sen. Carlson and Rep. Hancock didn't give up." The bill passed, and was signed into law by Gov. Dayton.

The bill will allow airports on public

and private land to be open to the aviation public, treating aviation just like hunting, fishing, or other outdoor activities. Minnesota becomes the 15th state nationwide to change their Recreational Use Statutes to include aviation.

"This will be important for airstrip owners, pilots, cabin owners, lodge owners, sport pilots, and rural communities," McKenna explained. "It will bring people to rural areas. It also will be useful for emergencies, allowing emergency equipment and evacuation from rural areas, and all of this didn't cost the taxpayers of Minnesota a dime. That's good legislation!"

The Recreational Aviation Foundation is a non-profit 501 (c) (3) corporation. It is run by volunteers, and is dedicated to preserving and protecting remote airstrips on public and private land by working with landowners and state and federal agencies. It has members in all 50 states. Information on the organization is available at <http://theraf.org> or by calling 406-582-1723. □

Minnesota Hall of Fame 2012

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame inducted six Minnesota aviation personalities, April 28, 2012 at investiture ceremonies held at the Ramada Mall of America Hotel in Bloomington, Minnesota. Inductees included Orville Brede, WWII veteran, instructor pilot, pilot examiner, charter pilot and fixed base operator; Joseph Kimm, pioneer Northwest Airlines pilot; Bryan Moon, artist, former Northwest Airlines Vice President, and President of MIA Hunters, whose mission is to recover remains of missing military airmen; Kenneth Neustel,

veteran of the 82nd Airborne, and the leading skydiving record holder and parachute rigger/instructor in Minnesota; Raymond Rought, Vietnam veteran, and long-time Minnesota Aeronautics Director; and Duane Wething, pilot, aircraft rebuilder, and



the driving force in the development of Detroit Lakes Airport. In addition, the Hall of Fame awarded the Best Aviation Writing Award to Paul M. Sailer of Wadena, for "The Oranges Are Sweet" book, and Best Aviation Art by a Minnesotan Award to Stephen Nesser of Northfield, Minnesota. Scholarships were awarded to David Heckman of Apple Valley, Minn., and Jackson Kranz of Lakeville, Minn. For details, refer to mnaviationhalloffame.org.

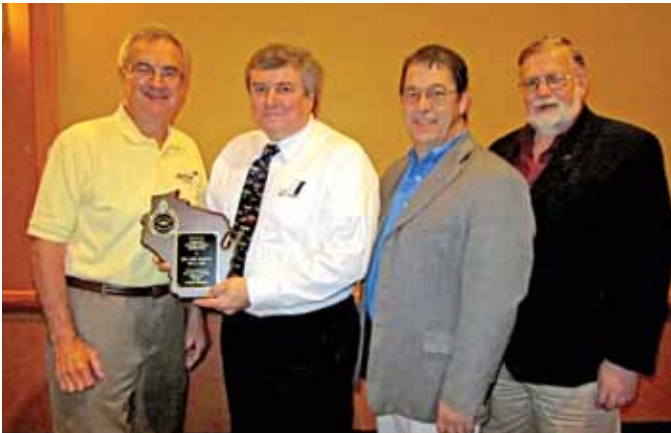
2012 inductees to the Minnesota Aviation Hall of Fame (L/R): Orville Brede, Ken Neustel, Joe Kimm, Jr. and Susan Kimm Cotton (accepting for their father, Joseph Kimm), Brian Moon, Ray Rought, and Duane Wething. Investiture ceremonies were held April 28, 2012 at the Ramada Mall of America Hotel, Bloomington, Minnesota. □



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WISCONSIN AVIATION TRADES ASSOCIATION

Jet Air Named 2012 Wisconsin Aviation Business of The Year



Dave Weiman Photo

(L/R) WATA board member, Bruce Botterman, presents the 2012 Wisconsin Business of the Year Award to Al Timmerman, CEO; Joe Megna, Sr., Director of Maintenance; and Dr. Pep Anderas, Vice President and business partner of Jet Air Group, Green Bay, Wis.

WISCONSIN DELLS, WIS. – The Wisconsin Aviation Trades Association (WATA) named Jet Air Group of Green Bay, Wisconsin, the 2012 “Wisconsin Aviation Business of the Year.” The award recognizes excellence in the aviation trades. WATA board member, Bruce Botterman of NewView Technologies, presented the award to Jet Air Group CEO

Al Timmerman, May 8, during the Wisconsin Aviation Conference at the Chula Vista Resort in the Wisconsin Dells.

Jet Air, which is located at Austin Straubel International Airport (GRB) in Green Bay, has seen successful growth and development over the years, including the completion of a 29,000 square foot, state-of-the-art facility in 2010. In addition, Jet Air has grown from 29 employees to more than 40, and has added new aircraft to its fleet, and expanded its flight school.

Jet Air has also demonstrated a commitment to furthering the aviation industry by partnering with Lakeland College and its four-year aviation program. Jet Air recently added an FAA-certified flight simulator, testing center and helicopter training to its flight school, making Jet Air the only full-service training facility in the Green Bay area. “Aircraft and helicopter pilots are really in demand right now,” said Timmerman. “Being able to offer flight training as part of what we do helps to grow our business, while preparing the next generation of pilots.”

Partnerships have been another important element to Jet Air’s success, including providing service to the Green Bay Packers, the oldest Mitsubishi service center in the U.S., and

flight training as a certified Cirrus flight-training center. Jet Air also holds a number of fundraising events for non-profit groups each year, because the company understands the importance of giving back to the community that has supported it, Timmerman noted.

Overall, Jet Air attributes its success to its people. “You can have the best equipment, location and facility, but it doesn’t mean anything if you don’t have dedicated and committed people to help you meet your goals,” Timmerman said. “I’m very proud of our staff.”

The Wisconsin Aviation Trades Association (WATA) is the professional organization representing aviation businesses before the State of Wisconsin, Federal Aviation Administration, and other groups and organizations.

For more information about Jet Air Group, go to www.jetairgroup.com. □

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A U.S. Navy F-5 on display at Wisconsin Aviation, Madison, Wis.



Wisconsin Aviation CFI Josh Gowey of Madison, Wisconsin (*background*), with prospective students Jason Fourdraine in the pilot seat and Robert Fourdraine (*foreground*).

International Learn To Fly Day At Wisconsin Aviation

MADISON, WIS. – “International Learn To Fly Day” was first announced in 2009 during EAA AirVenture in Oshkosh, Wisconsin. Subsequently, on May 10, 2010, the United States House of Representatives provided support for the event by passing a resolution entitled, “International Learn To Fly Day.” With this action, Congress officially designated the third Saturday of May as the annual date for this event

to be held throughout the aviation community.

Wisconsin Aviation, Inc. sponsored a number of special events at its three locations: Watertown Municipal Airport, Dane County Regional Airport in Madison, and Dodge County Airport in Juneau, Wisconsin on Saturday, May 19. Included was hands-on introductory flight lessons for \$69, the opportunity to “fly” a

flight simulator, free seminars on what is involved with becoming a pilot, and tours of the airport facilities and the company’s diversified fleet of flight training aircraft. Information was also available on various career opportunities in aviation.

Wisconsin Aviation, Inc. is Wisconsin’s premier general aviation services provider serving Southeastern Wisconsin. For more information call 920-261-4567 or visit www.WisconsinAviation.com. □

Wisconsin Flying Farmers Names Wisconsin Aviation FBO of The Year



(L/R) Jeff Baum and Phil Peterson.

WATERTOWN, WIS. – The Wisconsin Chapter of the International Flying Farmers has named Wisconsin Aviation, Inc. “Fixed Base Operation of The Year” for 2012. Wisconsin Flying Farmers President Phil Peterson of Oregon, Wisconsin, presented the award to Wisconsin Aviation President and CEO, Jeff Baum, April 22, 2012, during the opening session of the

organization’s two-day convention in Watertown, Wisconsin. Wisconsin Aviation has locations in Watertown, Wisconsin; Dodge County Airport in Juneau; and Dane County Regional Airport in Madison. Wisconsin Aviation, and Jeff Baum in particular, have long been supportive of the Wisconsin Flying Farmers and other aviation organizations. □

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Sweet Summer!

by Chris Roy

Director

Mn/DOT Office of Aeronautics

Someone once said flying resembles a box of candy. Until you really taste it, you never know how sweet it will be. With summer here, what better time is there to learn about flying, aircraft maintenance, airport operations and the vast array of aviation industry career fields? What better time is there to improve your flying proficiency or even upgrade your rating? As one small example, a friend recently said that he would likely never fly on floats, but he got the rating and loves it!

I have said many times that aviators who are properly rated and completely current should, whenever the opportunity



Chris Roy

arises, take a young person up for a ride. Show them the beauty and excitement of flight. But I'll open that up and say, why not take someone from your city leadership for a flight around your town? Let them see the advantages and value of the airport and flying. Educate them about all the great things that aviation brings to a community. Help them understand that aviation benefits everyone in the community, even those who have never flown! Show them the importance of supporting and maintaining a quality airport in your community. It is a small investment in the future of your airport and aviation in your community that could pay great benefits that all can enjoy.

When you go flying this summer, instead of just flying from point A to point A or point A to your usual point B, why not get a little adventurous and visit a different Minnesota airport. There are more than 135 beautiful airports to choose between! Make this a summer of flying fun.

Share aviation! Doing so enhances its value to the entire community. Be safe, be alert and enjoy the sweet summer. □

One To Get Ready, Two To Start, Three To Go!

ONE

The 2012 **Aviation Maintenance Technicians Conference** was held at the Earle Brown Heritage Center in Brooklyn Center, Minnesota, March 19 and 20th. It was an excellent opportunity for more than 400 aviation maintenance technicians to learn the latest technical information and techniques from industry experts. The conference provided networking opportunities, IA renewal hours, and a chance for industry exhibitors to promote and display their latest technology and services. There were several companies exhibiting that were offering career opportunities

as the demand for skilled maintenance professionals in the industry continues to grow. The conference was sponsored by the FAA, MnDOT Aeronautics, and the Association For Women In Aviation Maintenance MN Chapter #3.

Plan now to attend the 2013 conference: March 25 – 26, 2013. Direct your questions to: janese.thatcher@state.mn.us.

TWO

The MnDOT Office of Aeronautics has a program for airports and their communities called **"Adopt-An-Airport."** Any public-use airport in Minnesota is eligible to participate in the program. It provides a means by which communities may become involved in their local airports and assist in the maintenance and beautification of airport facilities.

The Minnesota Adopt-An-Airport Program promotes increased awareness of the advantages and economic impacts that airports have on their cities. It is also a means of education by which the community can learn about aviation and aviation careers, and understand what activities take place at an airport.

NOW APPEARING

MnDOT Aeronautics is now on Facebook and Twitter!!
Connect with us for information about aviation, airports, and events in the State of Minnesota.

facebook

MnDOT Aeronautics

twitter @mndotaero

Find us online or click through our website to our pages.
www.mndot.gov/aero

Both the airport and its volunteer groups receive signs indicating their participation in the program that can be placed in a conspicuous location, such as the entrance to the airport. The signs serve to promote the program to the public and give recognition to the volunteer groups.

Now is the perfect time for individuals and/or their organizations to step up and adopt their community's airport. It is a partnership that benefits the *entire* community. Contact your airport manager and sign up today! For more information, go online to: http://www.dot.state.mn.us/aero/aved/adoptanairport/adopt_airport.html or contact: janese.thatcher@state.mn.us.

THREE

The final great reminder is to **Fly Minnesota Airports** through MnDOT's "Passport" program. This is a *fun* program that rewards pilots who fly to Minnesota's *publicly-owned airports*, attend FAA safety seminars, and visit Minnesota's aviation

museums. **Fly Minnesota Airports** promotes safety and education, and encourages pilots to practice approaches and landings in many different environments to improve and practice their skills. It's also a great way to support general aviation airports, businesses, and tourism throughout Minnesota.

How to Participate

Visit your local publicly-owned airport and request a free Fly Minnesota Airports program passport, or contact MnDOT Aeronautics for a passport: **800-657-3922**.

Fill in the page at the front of your passport with your name and contact information. Each time you visit a Minnesota publicly owned airport, aviation museum, or participating FAA safety seminar, have your passport stamped in the appropriate box. At most airports, stamps are located in the arrival and departure buildings next to the pilot logbook. A sign at the airport identifies the stamps' locations or go to www.dot.state.mn.us/aero/aved/

Passportprogram/Passport.html for a document identifying their location at each airport.

When you have received the proper number of stamps entitling you to a bronze, silver, or gold level award, submit your completed passport to the Minnesota Department of Transportation, Office of Aeronautics.

It's as easy as that! Oh by the way, the program is open to ANY pilots. You do not have to be a Minnesota resident to participate, but the flying, safety seminars and museum visits must be in Minnesota.

Fly Minnesota Airports is a great way to discover Minnesota and its many beautiful airports. What are you waiting for? For more information check out the website at: <http://www.dot.state.mn.us/aero/aved/Passportprogram/Passport.html>

The **Fly Minnesota Airports** program is sponsored by your MnDOT Office of Aeronautics and the Minnesota Council of Airports (MCOA). □

Erickson Promoted To Chief Pilot At MnDOT

Barry Erickson, a veteran of the Minnesota Department of Transportation with more than 25 years of state service, was recently promoted to Chief Pilot for the Office of Aeronautics. He has been an active pilot since 1972 and brings a vast wealth of flying and aviation experience to the position.

In the fall of 1972, Erickson joined the U.S. Air Force and completed officer and undergraduate pilot training. He soloed in the Air Force T-41 Mescalero (essentially a C-172), and quickly moved into the T-37 Dragonfly for jet training, then into advanced jet training flying the supersonic T-38 Talon. For the next six years on active duty, Erickson flew the F-4 Phantom II. Following his active duty time, Erickson began flying for Braniff Airlines as a Boeing 727 flight engineer. He was furloughed in 1980 when Braniff went out of business.



Barry Erickson

During 1978, Erickson began flying with the Minnesota Air National Guard in Duluth, Minnesota where he once again flew the F4, RF-4C and the F-4D Phantom. When the Phantoms were retired in 1991, Erickson transitioned to the F-16 Falcon, and later to the C-26 Metroliner.

Just a year prior to joining MnDOT as an Aviation Representative, Erickson flew charter for Duluth Aviation in Duluth, Minnesota. Then in 1984, he began flying the Beech Bonanza, Beech Baron, Hawker-Beechcraft King Air, and the Cessna Citation for MnDOT Aeronautics.

Erickson has amassed more than 10,000 hours of incident and accident-free flying and has been recognized numerous times by the Federal Aviation Administration, National Business Aviation Association, and Minnesota Business Aviation Association for his many years of safe flying and excellence in leadership. □

Aeronautics Report

Wisconsin Bureau of Aeronautics

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

David M. Greene, Director

(608) 266-3351

www.dot.wisconsin.gov



Airport Construction Update For 2012

by Jeffery Taylor

Aviation Consultant

WisDOT Bureau of Aeronautics

It will be another busy construction season this summer at Wisconsin airports. The Wisconsin Department of Transportation's Bureau of



Jeffery Taylor

Aeronautics (BOA) has more than \$103 million worth of airport improvement projects scheduled, using a combination of federal, state and local dollars.

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

The bureau guides airport development through a process that begins with broad policy planning and includes progressively more detailed elements of system planning, airport master planning, programming and, finally, individual airport construction. Through an agency agreement with the airport owner, the bureau oversees project planning, coordination, design, land acquisition and construction, as well as all financial transactions for an airport project.

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

- Central Wisconsin Airport, Mosinee (CWA) – Reconstruction and expansion of the auto parking lot to accommodate the upcoming terminal

building expansion.

- Chippewa Valley Regional Airport, Eau Claire (EAU) – Realignment of connecting taxiways. This is part of a national FAA safety initiative to improve airfield geometrics, markings and signage to prevent pilots from mistakenly turning on to the wrong runway.

- Dane County Regional Airport, Madison (MSN) – Snow Removal Equipment (SRE) building construction.

- General Mitchell International Airport, Milwaukee (MKE) – Wrapping up four years of extensive runway safety area improvement projects.



Austin Straubel International Airport, Green Bay, Wisconsin, runway construction.

- Outagamie County Regional Airport, Appleton (ATW) – Reconstruction of a portion of taxiway B, the parallel to runway 3-21 and repair of runway 12-30 pavement.

- Rhinelander-Oneida County Airport (RHI) – Clearing of obstructions in runway approaches.

Projects at general aviation airports include:

- Baraboo-Wisconsin Dells Airport, Baraboo (DLL) – Reconstruction of a portion of the parallel taxiway and the hangar taxiways.

- Crandon - Steve Conway Municipal Airport (Y55) – Reconstruction of runway 11-29.

- East Troy Municipal Airport (57C) – Reconstruction of runway 8-26.

- Mauston-New Lisbon Union Airport, New Lisbon (82C) – Phase two of construction of a hangar area.

- Merrill Municipal Airport (RRL) – Paving of the parallel taxiway for runway 7-25.

- Prairie du Chien Airport (PDC) – Reconstruction of the crosswind runway 11-29.

- Price County Airport, Phillips (PBH) – Reconfiguration of the runway intersection and construction of the parallel taxiway to runway 1-19.

- Rice Lake Regional Airport – Carl's Field (RPD) – Expansion and reconstruction of ramps.

- Solon Springs Municipal Airport (OLG) – Installation of runway and taxiway lighting.

- Southern Wisconsin Regional Airport, Janesville (JVL) – Expansion of the terminal building.

- Tri-County Regional Airport, Lone Rock (LNR) – Seal coating and crack filling airport pavements.

- Waukesha County Airport/Crites Field, Waukesha (UES) – Reconstruction of taxiway D in the east corporate hangar area.

- Wittman Regional Airport, Oshkosh (OSH) – Completion of the perimeter road and replacement of portions of the perimeter fence.

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

Wag-Aero Dedicates Catalog To Company Founder



LYONS, WIS. – Wag-Aero's March 2012 Catalog is a tribute to the

company's founder, Dick (Richard) Wagner, who passed away January 1, 2012.

For over 50 years, Wag-Aero has been a worldwide manufacturer and distributor of aircraft parts for the General Aviation industry. Its catalog features a full line of instruments, wheels and brakes, tires, covering material, engine mounts, exhaust systems, seat belts and harnesses, consumables, ELTs, ground support equipment, lighting, fuel tanks and

components, windsocks and frames, and runway lights, to name a few. Shop the online storefront at store.wagaero.com and see an extensive selection of quality parts and services to fulfill all of your aviation needs. Wag-Aero offers quality parts and same day shipping on most items.

View the Digital Catalog at onlinecatalog.wagaero.com, or call Customer Service at 1-800-558-6868, fax at 262-763-7595, or via e-mail at sales-wagaero@wagaero.com, to order your FREE print copy. □

Wisconsin Association of Business Aircraft Owners Expands Membership Base

WISCONSIN DELLS, WIS. – Realizing that the vast majority of all aircraft are used for business to some extent, the Wisconsin Business Aviation Association (WBAA) has expanded its membership base to include all aircraft owners who utilize their aircraft for business purposes. Up to now, members have consisted primarily of corporate jet owners. There is now

a two-tier dues structure: \$300.00 for owners of turboprop aircraft, and \$150.00 for piston aircraft owners. WBAA represents the interests of all business aircraft owners before state government, and promotes the use of aircraft for business purposes. WBAA is a cosponsor of the Wisconsin Aviation Conference held each spring, and holds an annual golf outing to

raise funds for a scholarship intended to encourage new entrants into the business aircraft community. For additional information, contact Matt Dean at mdean@battenairport.aero, or call 262-631-5620. The decision to expand its membership base was made during WBAA's annual membership meeting during the Wisconsin Aviation Conference in Wisconsin Dells. □

Wisconsin Business Aircraft Owners To Swing For Scholarships

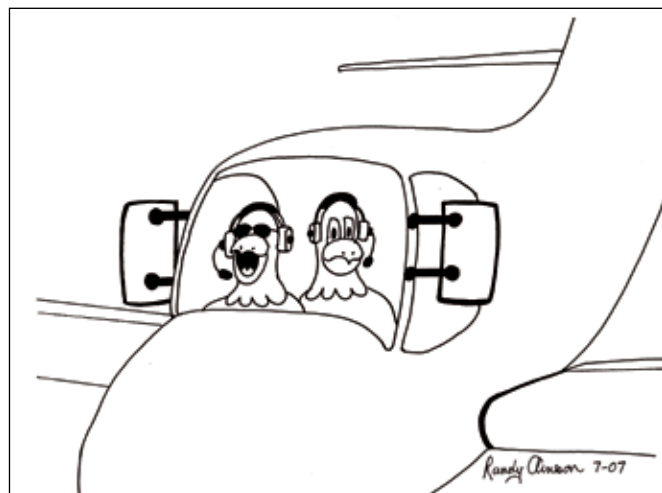
RACINE, WIS. – The Wisconsin Business Aviation Association Charity Golf Outing will be held Monday, June 11, 2012 at Western Lakes Golf Club W287 N1963 Oakton Road, Pewaukee,

Wisconsin. Proceeds from the event will provide an aviation scholarship to a well-deserved student and supply the organization with necessary tools to support the needs of business aviation

throughout the state of Wisconsin. Participants and sponsors are welcome to RSVP Matt Dean at mdean@battenairport.aero, or call 262-631-5620. □

General Aviation Airports: A National Asset

The FAA has come out with a report called "General Aviation Airports: A National Asset," which documents an 18-month study of the nearly 3,000 general aviation (GA) airports, heliports, and seaplane bases identified in the FAA's National Plan of Integrated Airport Systems (NPIAS). This indepth analysis highlights the pivotal role GA airports play in our society, economy, and the aviation system. The study also aligns GA airports into four categories – national, regional, local, and basic – based on their existing activity levels. The new categories better capture their diverse functions and the economic contributions GA airports make to their communities and the nation. Pilots are urged to use this report to become better informed, and to help promote their local airport to the general public: http://www.faa.gov/airports/planning_capacity/ga_study/ □



"I know they create drag, but they're great to see traffic." □

CALENDAR

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

First 15 words **FREE!**

FOR LARGER LISTINGS, REFER TO THE
CLASSIFIED AD SECTION ON PAGE 60

Complete "Calendar of Events" Form At

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**NOTAM: Pilots, be sure to call ahead
to confirm dates and for traffic advisories and
NOTAMS. Also use only current aeronautical
charts for navigation and not calendar
listing information**

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

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

JUNE 2012

- 7* DETROIT LAKES (DTL), MINN. - MNAviation
Safety Seminar at MN State College
7-9:30pm, 900 MN Hwy 34 Rm. C101.
- 8-9* HIGHLAND, ILL. - 2 Day Aircraft Fabric
Covering Workshop at Wicks. www.wicksaircraft.com

- 9 JACKSON (JXN), MICH. - Pancakes,
Sausage, Scrambled Eggs Breakfast
7am-Noon. www.eaa304.com
- 9* CLEAR LAKE (8Y6), MINN. - Bean & Brat
Fly-In 10am-2pm at Leaders Clear Lake
Airport.
- 9* ROCHESTER (RCR), IND. - Pancake &
Sausage Fly-In 7-11am at Fulton City
Airport in conj. Round Barn Festival.
- 9* MT. MORRIS (C55), ILL. - Yesteryear Fly-
In 7-11am.
- 9* EAU CLAIRE, WIS. - 3rd Annual Youth
Aviation Adventure at Chippewa Valley
Regional Airport. Go to
fip.home.mindspring.com/ for more info.
- 9* ALLIANCE (2D1), OHIO - Pancake Break-
fast 8am-Noon at Barber Airport.
- 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
- 9-10* WONDER LAKE (10C), ILL. - Barnstormer
Days-1930s & 40s. Pancake Breakfast
10th. Camping. 847-912-5122.
- 10 FERGUS FALLS (FFM), MINN. - Dad's
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.
montear@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.
- 10* MASON (TEW), MICH. - Pancake Break-
fast 7am-Noon.
- 10* EAU CLAIRE (EAU), WIS. - Pancake
Breakfast 8:30am-1pm.
- 10* HART/SHELBY (C04), MICH. - Pancake
Breakfast at Oceana County Airport
7:30am-Noon.
- 10* SPENCER (SPW), IOWA - Pancake Break-
fast 7-11am in conj. with Flagfest.
- 10* LANSING (IGQ), ILL. - Pancake Breakfast
7am-1pm.
- 10* POPULAR GROVE (C77), ILL. - Breakfast &
Lunch 7-11:30am. Park by the museum.
- 14-17* MIDDLETOWN (MWO), OHIO - National
Aeronca Association Convention at
Hook Field Airport. aeroncapiots.com.
- 15-16* EAGLE RIVER (EGV), WIS. - 15TH Fish Boil
6-9pm & Hangar Dance 7-10pm. 16TH
Pancake Breakfast 8-11am, Burger &
Brats Noon-3pm. Air Show Noon-2pm.
- 15-17* GAYLORD (GLR), MICH. - Wings Over
Gaylord Air Show. 15TH Big Band Night
5-11pm. 16TH & 17TH Airshow.
- 15-17* KANSAS CITY (LXT), Mo. - B17G Flying
Fortress Aluminum Overcast at Lee's
Summit Municipal Airport. b17.org
- 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 Break-
fast 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* SIOUX FALLS, SOUTH DAKOTA - Pancake
Breakfast 8-10:30am at Lincoln County
Airport.
- 16* KEOSAUQUA (6K9), IOWA - Pancake &
Sausage Breakfast 7am-Noon.
- 16* MOOSE LAKE (MZH), MINN. - Pancake
Breakfast 7:30-11am.
- 16* GRANITE FALLS, MINN. - WWII Themed
Airshow. Rain date 17th.
- 16-17 NORFOLK (OFK), NEB. - Nebraska Airfest
& 2012 State Fly In.
www.nebraskairfest.com

Fly-in/Drive-in Breakfast

Field of Dreams (04W) Hinckley, MN

Saturday, July 14 - 7:00am to 11:00am

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- Airplane and helicopter rides
- Aircraft and helicopter display
- Landing/flour bag drop contest
- Under-wing camping
- Popcorn, ice cream, refreshments & more



For more information,
call 320-384-6667 or visit

fieldofdreamsairport.com

Latitude: 46°01.4
Longitude: 92°53.7
Airport ID: 04W
CTAF: 122.9

- 16-17* **TOLEDO (TDZ), OHIO** - Plane Fun Fly-In & Food at Metcalf Field 9am-5pm.
- 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. wgabbard@thunderbirdaviation.com
- 17 **TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am.
- 17* **LACON (C75), ILL.** - Breakfast at Marshall County Airport 7am-Noon.
- 17* **CONNERSVILLE (CEV), IND.** - Breakfast at Mettel Field 7am-Noon (EST).
- 17* **ELKHART (3C1), IND.** - Breakfast at Mishawaka Pilots Club Airport 7-11am.
- 17* **GRAND RAPIDS (GPZ), MINN.** - Pancake Breakfast & Sloppy Joe Fly-In & Flea Market 7am-1pm.
- 17* **DODGE CENTER (TOB), MINN.** - Pancake Breakfast 7am-Noon
- 17* **EASTPORT (59M), MICH.** - Breakfast at Torchport Airpark 8-11:30am.
- 17* **BAY CITY (3CM), MICH.** - Breakfast at James Clements Airport 7am-Noon.
- 17* **BEACH CITY (2D7), OHIO** - Breakfast 8am-Noon. Sloppy Joes, Hot Dogs, Coney's & Pie Noon-3pm.
- 17* **GENESEO (3G8), ILL.** - Breakfast at Gen-Air Park 7-11am.
- 17* **SHEBOYGAN FALLS (SBM), WIS.** - Wings & Wheels Pancake Breakfast at Aviation Heritage Center of Wisconsin. 8am-4pm.
- 17* **QUINCY (UIN), ILL.** - Breakfast at Great River Aviation Hangar 7-11am.
- 17* **SCHAUMBURG (06C), ILL.** - Pancake Breakfast 8am-Noon.
- 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).
- 22-24* **URBANA (C16), ILL.** - Frasca Annual Fly-In. 23RD Dinner/Movies & Speaker Paul Poberezny. 217-367-8441.
- 23* **HAVANA (910), ILL.** - Breakfast 7am-Noon.
- 23* **KALKASKA (Y89), MICH.** - Pancake Breakfast 7am-Noon.
- 23* **ZANESVILLE (OH36), OHIO** - Pancake Breakfast at Riverside Airport 8am-2pm.
- 24 **ST. CLOUD (STC), MINN.** - Granite City Festival Fly-In Pancake/Sausage Breakfast 8am-1pm. 320-253-6400.
- 24 **AITKIN (KAIT), MINN.** - Fly-In/Classic Car Show - 7am-3pm. Wildrice Pancake Breakfast - 7-11am, Brat & Burger Lunch 11am-3pm. 218-927-7069.
- 24* **STRUM (3WN9), WIS.** - Breakfast at Brion Field 8am-Noon.
- 24* **STRUGIS (IRS), MICH.** - Chicken Dinner at Kirsch Municipal Airport 11am-3pm.
- 24* **NILES (3TR), MICH.** - Pancake, Sausage & Gravy & Biscuit Breakfast 7am-Noon.
- 24* **CRYSTAL LAKE (3CK), ILL.** - Pancake Breakfast at Lake in the Hills Airport.
- 24* **FLUSHING (3DA), MICH.** - Pancake, Eggs, Sausage & Fruit Breakfast at Dalton Airport 7-11:30am.
- 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.
- 4* **MT. MORRIS (C55), ILL.** - Breakfast at Ogle County Airport 7-11am.
- 5-8 **ALLIANCE (2D1), OHIO** - Taylorcraft-Aeronca Grassroots. 7th & 8th Breakfast 7am. www.barberaircraft.com
- 6-7 **PHILLIPS (PBH), WIS.** - Aerobatic Show



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CANCELLED FOR 2012.

- 7 **PHILLIPS (PBH), Wis. - Float-In & Fly-In 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* **HOUGHTON LAKE (5Y2), MICH. - Brat Fly-In 10am-4pm.**
- 7* **BAY CITY (3CM), MICH. - Bay City Fireworks Festival Fly-In. grassrootsaviators.com/Fly_3CM.html**
- 7* **KENOSHA (ENW), Wis. - Wings & Wheels Pancake Breakfast & Brat, Hot Dog, Hamburger Lunch 7am-4pm.**
- 7* **MANSFIELD (MFD), OHIO - Airport Days & Car Show & Food 8am-4pm.**
- 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.**
- 8* **WINONA (KONA), MINN. - Breakfast**

- (7:30-11:30am) & Free Airshow (11am).
- 8* **POPULAR GROVE (C77), ILL. - Pancakes, Eggs, Sausage, Beverage 7am-Noon. Park by the museum.**
- 14* **HINCKLEY (04W), MINN. - Pancake Breakfast 7-11am.**
- 14* **DETROIT LAKES (DTL), MINN. - Pancake Breakfast in conjunction with Water Carnival 9am-2pm.**
- 14* **FORT WAYNE (SMD), IND. - Pancake Breakfast at Smith Field Airport 7-11am.**
- 14* **LARCHWOOD, IOWA - Pancake Breakfast at Zangger Vintage Airpark 7-10am.**
- 14* **PAXTON (1C1), ILL. - Breakfast & Lunch 9am-3pm.**
- 14* **TOLEDO (TDZ), OHIO - Super Breakfast 8-11am.**
- 14* **ZANESVILLE (42I), OHIO - Pancake, Sausage & Egg Breakfast 8am-2pm.**
- 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.EAAT389.ORG**
- 15* **TAYLORVILLE (TAZ), ILL. - Pancake Breakfast 7-11am.**
- 15* **MARSHFIELD (MFI), Wis. - Breakfast 8am-Noon.**
- 15* **SPARTA (8D4), MICH. - Pancake, Scrambled Eggs Breakfast 7-11am at Paramount Aviation - white hangar.**
- 15* **HALLOCK (KHCO), MINN. - Pancake Breakfast 7am-Noon.**
- 20-21 **ROCK FALLS (SQI), ILL. - Warbirds Over Whiteside. Static display of WWII and later military aircraft. Food available.**
- 21* **SIREN (RZN), Wis. - Uncle Jack's Wild Rice Pancakes at Burnett County Airport 7-11am.**
- 21* **ASHLAND (ASX), Wis. - Pancake Breakfast 8am-Noon. Airshow 1-4pm. at JFK Memorial Airport.**
- 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 **POPULAR GROVE (C77), ILL. - Dog n Brats Lunch 11:30am-1pm at the Vintage Wings & Wheels Museum.**
- 4 **SIoux CITY (SUX), Iowa - Air & Ag Expo. sean.masin@ang.af.mil. 712-233-0208.**
- 4 **YPSILANTI (YIP), MICH. - Thunder Over Michigan. 734-637-8880.**
- 5 **CHETEK (Y23), Wis. - BBQ Fly-In and Antique Boat Show at Southworth Municipal Airport 10:30am-2:30pm.**
- 5* **LONGVILLE (XVG), MINN. - Breakfast 8am-Noon.**
- 5* **CHETEK (Y23), Wis. - BBQ Charity Fly-In & Antique Boat Show 10:30am-2pm.**
- 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.**
- 11* **LUDINGTON (LDM), MICH. - Breakfast 7am-Noon.**
- 12* **PAYNESVILLE (PEX), MINN. - Breakfast 7:30am-12:30pm. Airshows at 10:30am & 12:30pm.**
- 12* **LINO LAKES (8Y4), MINN. - MSPA Pig Roast Noon-4pm 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 **MINNISCAN, 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; biplane rides for sale. 715-839-6241.**



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



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that Safety Directives are issued to transmit awareness of those conditions to the S-LSA world. Manufacturers need to accept the responsibility imposed upon them by certification rule (FAR Sec. 21.190) to keep track of safety issues affecting all of the installed components in their aircraft manufactured by others, not just the airframe that they, themselves, have produced. To discharge this responsibility effectively, the aircraft manufacturers need to remain in close contact with their vendors of installed components.

Until these changes are made, one of the most unsafe conditions to which S-LSA are exposed might be the very

system created to correct them.

EDITOR'S NOTE: Douglas B. Hereford has held an A&P/IA since 1990, having worked in various general aviation maintenance operations, including an engine overhaul shop, airframe manufacturer, and corporate aircraft maintenance facility. He is a Director of Maintenance for a Part 135/141 operation, and owns and operates his own aircraft maintenance company and Part 145 repair station in Kansas City, Kansas, with customers throughout the region. Hereford is a private pilot, married with two children. He is a full-time fire fighter/paramedic for the Kansas City Fire Department. Reach him at whitefaced@aol.com or 913-461-6038.



ON CAMPUS

K-State Lands In Top 10 In National Competition

SALINA, KAN. – There's no place like home for Kansas State University Salina's Flight Team, which earned a seventh place finish in the National Intercollegiate Flying Association's Safety And Flight Evaluation Conference (SAFECON), which it hosted, May 14-19, 2012, at Salina Municipal Airport. Twenty-eight teams from schools across the country participated.

The Kansas State University Salina team won an invitation to the national competition by placing second in the association's Region VI competition in October 2011.

The competition consisted of 13 events, with members of the Kansas State University Salina Flight Team earning 10 individual placements in the top 20 in nine events: Certified Flight Instructor, Computer Accuracy, Ground Trainer, IFR



Kansas State University Salina's Flight Team

Simulated Flight, Men's Achievement Award, Power-off Landing, Short-field Landing, and Simulated Comprehensive Aircraft Navigation. The team placed fifth overall in the flying events.



cspeich@clearwire.net

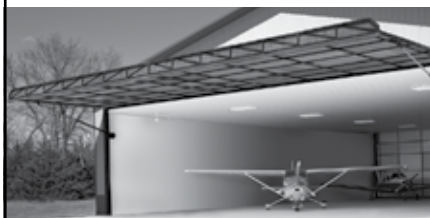
- 17-18 ALPENA (APN), MICH. - Wings Over Alpena.
- 18 FOREST LAKE (25D), MINN. - Corn on the Cob, Brats & Ice Cream along with a Car Show at Daniel Deponti Memorial Airport south end 10am-4pm.
- 18* MASON (TEW), MICH. - Pancake Breakfast 7:30-11:30am. Grilled Steak Lunch Noon-4pm
- 18-19 CHICAGO, ILL. - 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.americanbarnstormerstour.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.
- SEPTEMBER 2012
- 1 POPLAR GROVE (C77), ILL. - Dog n Brats Lunch 11:30am-1pm at Vintage Wings & Museum.
- 1-2 FORT WAYNE (FWA), IND. - Airshow & Open House. 260-478-3484.
- 1-2 DAVENPORT (DVN), IOWA - Quad City Air Show. 563-285-7469. www.quadcityairshow.com
- 2* MONDOVI, WIS. - Log Cabin Airport Fly-In. Lunch at Noon. 715-287-3377.
- 6-8* MT. VERNON, ILL. - Plane and Pilot Midwest LSA Expo at Mt. Vernon Outland Airport. managervmaa@mvn.net www.midwestlsashow.com
- 9 KIRKSVILLE (IRK), MO. - Air Festival. 660-216-7296.
- 9* MAPLE LAKE (MGG), MINN. - Pork Chop Dinner Fly-In 11:30am-2pm.
- 15 ATLANTIC (AIO), IOWA - FLY IOWA 2012. www.flyiowa.org.
- 15-16 SCOTT AFB (BLV), ILL. - Scott AFB Air Show 2012. USAF Thunderbirds. 618-256-3242.
- 15-16* JACKSONVILLE (KJIX), ILL. - Midwest Stinson Fly-In.

- 16* TAYLORVILLE (TAZ), ILL. - Breakfast 7-11am.
- 21-22 BURLINGTON (BRL), IOWA - Southeast Iowa Airshow. 319-754-1414 opt 2 www.seiowaairshow.com
- 22-23 DULUTH (DLH), MINN. - Duluth Air & Aviation Expo. Canadian Snowbirds. 218-628-9996.
- OCTOBER 2012
- 6 POPLAR GROVE (C77), ILL. - Dog n Brats Lunch 11:30am-1pm at Vintage Wings & Wheels.
- 6* OSHKOSH (OSH), WIS. - WAI Frosting for Flight Fundraiser to benefit WAI-Oshkosh Spirit of Flight Scholarship at Wittman Airport - Noon-4pm.
- 11-13 PALM SPRINGS, CALIF. - AOPA Aviation Summit at the Palm Springs Convention Center. www.aopa.org
- 21* TAYLORVILLE (TAZ), ILL. - Breakfast 7-11am.

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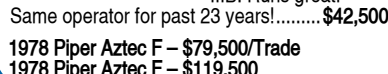


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Flying Salukis Again Among Nation's Elite!

CARBONDALE, ILL. — With a demeanor that belies their strength, the Southern Illinois University Carbondale Flying Salukis collegiate flying teams are once again among the nation's elite.

Paced by two individual event national champions and the top-scoring female competitor, the defending national champion Flying Salukis finished third in the nation among 28 teams May 14-19 at the 2012 National Intercollegiate Flying Association Championships at Kansas State University's Salina Regional Airport in Salina, Kan.

Senior Captain Daniel S. Harrington of Monee, Illinois, won a second consecutive simulated comprehensive area navigation (SCAN) event, while Taylor B. Breum of Lake Villa, Illinois, a junior in aviation management, captured the simulator ground trainer event after winning short-field approaches and landings last year. Courtney L. Copping of Saint Charles, Illinois, also a junior in aviation management, was the event's top scoring female competitor this year.

The Flying Salukis finished with 319 points. National champion Embry-Riddle Aeronautical University-Prescott finished with 500 points, and

the University of North Dakota, 382 points. Western Michigan University was fourth with 268 points and Ohio State University was fifth with 193 points.

The Flying Salukis used balance to place in 10 of 11 events in the 28-team field, and was second overall in flight events and fifth in ground events. More than 80 teams compete in regionals to be one of the 28 teams at the nationals. Among other universities competing were the Air Force Academy, Purdue, Embry Riddle-Daytona, and Auburn.

The Flying Salukis have a solid legacy, and this year's finish marks a milestone. This is the first time since 1985 that the squad has had consecutive top three national finishes. The team has eight national titles and qualified for the national competition in 42 of the last 43 years. Recent national finishes include fourth place in 2005 and 2010, and fifth place in 2006 and 2008.

The seven ground events were computer accuracy, aircraft preflight inspection, simulator, aircraft recognition, simulated comprehensive area navigation (SCAN), crew resource management, and IFR (instrument flight rules) simulator. The four flight events are power-off landing, short-field approach and landing, navigation and message drop.

A former Flying Salukis co-captain, Michael A. LeFevre of Ashton, Ill., returned from a year off and was eligible to compete in the national event for a fourth and final time. He is a senior in aviation management.

Scott A. Blair of Bloomington, Ill., is a senior in aviation management and was 23rd nationally in scoring with 41 points.

Justin E. Lopez of Bourbonnais, Ill., is a senior in aviation management and flight, and scored in four events.

Ryan C. Veldman of Lexington,

Ky., and a senior in aviation management, teamed with Joshua T. Mech of Sheboygan, Wis., as the co-pilot to place ninth in crew resource management, and teamed with Harrington to place 10th in navigation.

Jonathan K. Galante of Roselle, Ill., is a senior in aviation management, and was 18th in power-off landing.

Samuel W. Oas of Villa Park, Ill., is a senior in aviation management, and was also a member of the team.

Other Flying Salukis team members include Stephanie J. Armstrong of Marseilles, Ill.; Dane K. Fearneyhough of Louisville, Ky.; Robert W. Hutchinson of Johnsbury, Ill.; Kyle E. Hayes of Bourbonnais, Ill.; Evan M. Krueger of Crystal Lake, Ill.; and Joshua A. Sager of Lincoln, Ill.

Coaching the team was Nathan J. Lincoln, a two-year team member in the late 1990s, himself. Assistant coaches were Bryan T. Harrison, Kevin M. Krongos, Kim Carter, and Mike Veselka.

The three programs that comprise the university's aviation program — aviation flight, aviation management, and aviation technologies — are in the College of Applied Sciences and Arts. David A. NewMyer, chair of the Department of Aviation Management and Flight at SIU, said this year's squad stepped up to perform well after losing a few members from last year's squad, along with some assistant coaches.

For more information on the Flying Salukis, contact Nathan Lincoln at 618/453-9250, or by email at nlincoln@aviation.siu.edu.

More information on Southern Illinois University Carbondale's aviation programs is available at www.aviation.siu.edu/.

EDITOR'S NOTE: Special thanks to Pete Rosenbery for providing the information for this article. □



Daniel Harrington



Taylor Breum



Courtney Copping

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