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ON THE COVER: The Black Diamond Jet Team was among the headline acts at Rockford Airfest, June 2-3, 2012 at Chicago Rockford International Airport, Rockford, Illinois. Other performers included the U.S. Air Force Thunderbirds, U.S. Army Golden Knights Black Team, The Firebirds, Michael Goulian, Matt Chapman, Nalls Aviation Sea Harrier, Bill Stein AirShows, Mike Wiskus and the Lucas Oil Pitts, U.S. Air Force KC-135 Stratotanker, and Paul Stender and the Jet School Bus and Jet Outhouse.

The Black Diamond Jet Team is a civilian jet team sponsored by Harbortouch. The team has consisted of up to five L-39s and two MiG-17s painted in the Arctic camouflage paint scheme. The team is based in Lakeland, Florida.

In 2011, the pilots and management of the Black Diamond Jet Team jointly formed a separate corporation that has evolved into a large defense contracting company. The new corporation involves 50 tactical jet fighter aircraft and dozens of employees.

Due to increasing demands of this new corporation, the team will be reducing the number of aircraft available for performances during the remainder of the 2012 air show season. Several show sites will see five jets flying the signature formation maneuvers, while other sites may see a two-jet performance, but the team is expected to be around for quite some time.

Photo by Mike Nightengale, MGN Photo.



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Aviation Is Non-Partisan, Says State Senator

by Dave Weiman

On July 14, 2012, I had the privilege of attending an AOPA "Pilot Mix & Mingle Social Networking Event" at Wisconsin Aviation in Madison, Wisconsin, hosted by AOPA Great Lakes Regional Manager Bryan Budds. If you have not met Bryan, be sure you take the opportunity when it presents itself. He is working hard to represent your interests, protect our airports, and increase our pilot population.

Bryan first introduced himself and briefed us on legislative issues, NextGen aircraft equipment requirements, and AOPA initiatives. He then introduced Wisconsin Senator Mark Miller (D) who was just elected the majority leader following the recall elections of both Governor Scott Walker (R) and a select group of legislators. Governor Walker kept his seat, but some of the legislators were not as fortunate. The recall had to do with the elimination of collective bargaining by state employees.

Since the recall, Governor Walker has been trying to mend the fences, and admits that although he feels the legislation was necessary, things could have been handled differently. Democrats still contend that eliminating collective bargaining was not necessary. Regardless, the two parties realize that they need to work together on both partisan and non-partisan issues.

Senator Miller served in the Wisconsin Air National Guard for



Dave Weiman

most of his career, flying F102s, A37s, and A10s, and concluded his career flying the C-26 Metroliner, retiring in 1995 with the rank of Lieutenant Colonel.

I was pleased with the senator's presentation. No politics...just pilot talk and suggestions on how best to move aviation's agenda forward.

In his presentation, Senator Miller urged pilots to get to know their elected officials and to keep them informed. We need to tell our elected officials how their local airport is an economic generator, employs people, and attracts tourism, noted the senator. But the thing that Senator Miller said that resonates

with me the most is that he feels that aviation is a "non-partisan" issue and therefore we are more apt to get the support we need, whether that's for airport development, airspace, pilot education, or the aircraft maintenance programs in our technical schools.

I have met Senator Miller on a number of occasions over the years, but we really have not talked much about aviation issues. It sometimes takes a meeting like AOPA's networking event to get better acquainted and start the dialogue, and for that, I am grateful.

During the question and answer period, I asked Senator Miller if he attends EAA AirVenture in Oshkosh,

Wisconsin, and he said that he hadn't for years, but hoped to this year. Following the meeting, I told him how enthused the governor is about AirVenture, that he attended in 2011, and schedule permitting, he would most likely attend again this year. I then encouraged the senator to fly with the governor

to AirVenture, especially considering that aviation is a non-partisan issue and something both leaders support.

Senator Miller smiled and hesitated briefly before responding, but said that he would contact the governor's office to see if he could join him on the flight. This flight can be a step in the right direction for the State of Wisconsin and aviation in general.

I will report back to you in the next issue to let you know if this symbolic flight took place. In the meantime, I urge you to get to know your state representatives and keep pushing our aviation agenda.



AOPA Great Lakes
Regional Manager
Bryan Budds



Wisconsin Senator
Mark Miller



Wisconsin Governor
Scott Walker



Wisconsin Governor Scott Walker signed a proclamation recognizing the impact EAA AirVenture has on the state's economy.

EDITOR'S NOTE: Email your comments to dave@MidwestFlyer.com. □

LETTERS

Dear Dave:

Thank you for the donation of magazines to the annual Wisconsin Light Aviation Safety Seminar. They were very popular and disappeared quickly!

On behalf of the Wisconsin Light Aviation Advisory Council, thank you for the generous donation. It is appreciated!

Lee Taylor, Board Member
Wisconsin Light Aviation
Advisory Council
Whitewater, Wisconsin

Mr Weiman:

I saw a mention of your magazine on the Cessna 195 website this morning. I was not aware of your publication, so I checked it out and enjoyed it very much, especially seeing the picture of Calvin Arder's C196, along with a couple of C195s. (*First-Timers From The Midwest Fly To Sun 'n Fun*, June/July 2012).

The thought crossed my mind that you may be interested in running a press release on our airport here in central Alabama (08A) that is facing closure, or at the very least, being moved. A few local politicians and bureaucrats have targeted it as a good spot to place an industrial park...no news there.

In defense of the airport, we formed a support group called "Elmore County Aviation Alliance" (ECAA) with the goal of stopping this move. We have produced an interesting documentary video that runs 13 minutes and contains interviews of some 21 people

who love the airport. I would appreciate your taking a look at our website from which you can go to the video and perhaps then, run a news release in your magazine and on your website, to generate more viewers of our video. While we certainly are not located near each other, all publicity is good, and this threat we face is common these days.

Our website is at: <http://ecaa08a.org/index.html>

Thanks very much for any consideration.

Dave Ramsey
Secretary/Treasurer
Elmore County Aviation Alliance
Wetumpka Municipal Airport
Wetumpka, Alabama

Hi Dave!

Another family member was just deployed and she will fly in combat. I spent 6 years in SE Asia and have flown around the world more than 20 times. That's another story, among others.

Based on the article you wrote, I was honored by the board of directors of the Honeywell Aviation Instrument Operations in Olathe, Kansas last week. They are just outside of Kansas City, where TWA had a maintenance base. I use their KL94 GPS in the Apache. They gave me a tour of the plant, which includes more than 800 personnel. What a great contribution they have made and are making in the aviation electronics field.

I spent 3 years with TransWorld Airlines, headquartered in New York City and lived in Darien, Connecticut,

next door to Charles Lindbergh. I have all of his books and the ones his daughter wrote for him. I met her in Little Falls, Minnesota some time ago and she signed her book for me and entered, "To Joe, who knew my dad very well."

The sky is my home.

Take care!

Joe Furman & Family
Cold Spring, Minnesota

Ask Pete!

by Pete
Schoeninger

Email your questions
Pete.Harriet@gmail.com



Q: I've heard of bogus purchase scams where owners have been swindled out of money on car sales with fake cashier's checks, and I am now considering selling my airplane. Any advice?

A: Be very careful! I would suggest that unless you come up with a buyer that you know, have the sale go through an escrow service. You send a signed bill of sale to the escrow service, and the buyer sends his money there as well. Then the escrow company wires funds to your local bank. When your bank calls to say funds are in, then you can physically release the airplane. The FAA publishes a list of title companies (most of which also do escrow services) at www.faa.gov/licenses_certificates/aircraft_certifician/aircraft_registry/media/8050-55.pdf □

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Can You Log PIC Flight Time In IMC Without An Instrument Rating?

by Gregory J. Reigel
Attorney At Law

According to a December 14, 2011 Legal Interpretation, yes! The FAA was presented with a scenario in which Pilot A and Pilot B both hold airplane single-engine land private pilot certificates. They fly a cross-country trip together in a single-engine land airplane. The flight is conducted in Instrument Meteorological Conditions (IMC) under an IFR flight plan filed by Pilot A, who is instrument rated, while Pilot B is not. Although Pilot A acts as the actual PIC for the entire flight, for a half-hour leg of the flight during IMC, Pilot B is the sole manipulator of the



Greg Reigel

controls. The FAA was then asked the question “whether Pilot B can log actual instrument and PIC flight time for the portion of the flight during which Pilot B was the sole manipulator of the controls.”

The Interpretation initially noted that for the purpose of logging PIC time under FAR 61.51(e), a pilot must hold ratings for the aircraft (category, class and type, if a type rating is required), rather than for the conditions of flight. It then concluded that even though Pilot B was not instrument rated and the flight was conducted in IMC, Pilot B could log PIC flight time for the portion of the flight during which Pilot B was the sole manipulator of the controls since he was properly rated in the aircraft. The FAA went on to note that Pilot B could also log actual instrument time for the portion of the flight during which Pilot B was the sole manipulator of the controls

under FAR 61.51(g)(1).

Next, the Interpretation addressed the logging of flight time by Pilot A. According to FAR 61.51 (e)(1)(iii), a pilot acting as PIC may only log PIC time if more than one pilot is required under the aircraft’s type certificate or the regulations under which the flight is conducted. Since only one pilot was required for the flight in the scenario presented to the FAA, the Interpretation concluded that Pilot A could not log PIC time for the portion of the flight during which Pilot B was the sole manipulator of the controls. The FAA reached this conclusion in spite of the fact that Pilot B could not act as PIC (no instrument rating) and Pilot B was not a required flight crewmember for any portion of the flight under the aircraft’s type certificate or the regulations under which the flight was conducted.

CONTINUED ON PAGE 62

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Instrument Flight Buttonology, Garmins & Weather Technology



Michael Kaufman

by Michael Kaufman

At press time, Wisconsin's and the world's biggest aviation event, "EAA AirVenture Oshkosh" was upon us, and we can all hope that it was a safe event as many pilots traveled long distances to get there. With that in mind, this column is dedicated to aviation safety and pilot training with an emphasis on instrument flying in hopes of making your future travels to AirVenture and other destinations, safe and enjoyable!

On June 3, 2012, I had the opportunity to speak at a safety seminar held at Volk Field, an Air National Guard base in Camp Douglas, Wisconsin, as part of the open house that is held at the base every two years. My topic for this year was *"Instrument Flying Today & Tomorrow."* I spent time reviewing some of the new avionics reflecting back on the progression in the past 50 years. Our discussion in the class that I was teaching had a lot of questions from attendees on pilot training with the new avionics and glass primary flight

displays, as well as summer thunderstorm flying.

Clem Dahlkee, an aviation icon and long-time Civil Air Patrol leader from the Milwaukee area, injected a comment that they were losing CAP members because of their inability to fly and stay current in the glass cockpit aircraft they have. This discussion continued with several individuals for 30 minutes after the formal class adjourned. In the days of VORs, all of the units operated the same regardless of the manufacturer. With today's advanced avionics, each unit has its own features and "buttonology," making it difficult for pilots to fly, and for flight instructors to teach these avionics and stay current themselves. There is little that can be learned from reading the manual, though it does help to clarify an operational question. Many simulator programs, which can be run on computers and iPads, can be excellent teaching tools.

Two years ago at a Volk Field seminar, my topic was *"Is There Glass In Your Future,"* at which time I cited a study by the National Transportation Safety Board (NTSB) that showed more fatal aviation accidents in glass cockpit GA aircraft (excluding the ones that are professionally flown). The study went on to state that the lack of training by the pilots involved was the major contributing factor to these accidents.



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AVIATION GRADUATES GUARANTEED AN INTERVIEW WITH THUNDERBIRD AVIATION

Some suggestions to Clem's question would be to develop a recurrent training program for CAP pilots, and simulator training might be an alternative, though none of these ideas are inexpensive, but the new Redbird simulator has helped. There is a Redbird that I use when training a new instrument pilot, located at the Tomahawk, Wisconsin airport. Now, several others, which are available to rent, are located in other locations in Wisconsin as well.

Last year, I elected to take a training course on the Garmin G1000-equipped Bonanza (G36) at Flight Safety in Wichita. It was an excellent course lasting a week at a cost of 7 + AMUs (Aviation Monetary Units where one AMU = \$1000.00), not including hotel or transportation. Even after excellent training, if you are not totally immersed in flying this package on a regular basis, you soon forget some of the "buttonology" of this box as I have.

Another topic that was discussed at the Volk seminar and mentioned above was *"Summer Thunderstorm Flying."* This was prompted by the publication of the investigation into a Bonanza accident where the pilot seriously damaged one aircraft, totaled another, and killed himself in the third – all involved flying in thunderstorms. I lost a friend, who was a well-known and experienced test pilot, Scott Crossfield, in a similar accident some years ago. Another very recent and disastrous thunderstorm accident involved a Pilatus near Lakeland, Florida, which killed all six persons on board. One instructor, who works with me in the Beechcraft program, is also an insurance claims adjuster in Florida. His comments, as well as the preliminary NTSB report, indicated that weather was the probable cause of the in-flight break-up of the aircraft.

A most important tip to pilots who may be dealing with thunderstorms is #1, avoid them if at all possible! If this is not an option, which can happen on a rare occasion, it is sometimes better to remain below the cloud base and stay VFR. That way you can visually avoid the heaviest precipitation and the accompanied turbulence. It was the turbulence that was responsible for all of those fatal thunderstorm accidents.

While we were discussing weather at the Volk seminar, the topic of the new Stratus weather avoidance tool available exclusively from Sporty's Pilot Shop was mentioned. This unit has received great reviews and is subscription-free with uplinked weather provided by the FAA through ADSB (Automatic Dependent Surveillance-Broadcast). The weather is displayed through a wireless link to any iPad, iPod or iPhone running the Foreflight application. I will cover ADSB

Stratus ADSB Weather



i-Pad Application

and the Stratus unit once I have the opportunity to review it personally. At this time, I am personally using a Garmin 396 with satellite (down-linked) weather from the XM weather satellite.

Now, I will continue the core topic of helpful tips on flying the popular Garmin 430/530 box and the use of the OBS button from my previous article. In order to make use of the OBS mode, your avionics shop must install a compatible VOR indicator, conventional HSI or a glass primary flight display (PFD). Many of the older VOR indicators do not have the

capability of feeding back what the pilot sets on the CDI to the GPS box; this is referred to as "bootstrapping." If you have ever noticed when your flight course changes on your GPS, a message light flashes and tells you what to set your CDI to if you had not done it previously. This feedback information on an HSI is also given to other devices. For example, a stormscope can be slaved so it indicates the relationship of the weather to the aircraft's heading as it changes. When the pilot selects the OBS function while enroute and not part of an approach, you have created a course line from a waypoint. That waypoint can be a VOR, intersection, airport or a waypoint created by the pilot to fulfill his or her needs. Let's take a look at some practical applications for doing this.

When approaching an unfamiliar airport VFR, especially during times of reduced visibility, the pilot can create an extended centerline to the runway to aid in his approach to the airport and landing.

First, make the airport the go-to waypoint. Look up the airport runway configuration in the Airport Facility Directory or other paper or electronic data source.

The next step is to push the OBS button and rotate the HSI or CDI to the landing runway number. If all is set correctly, the GPS map page should show a magenta-colored extended centerline of the landing runway.

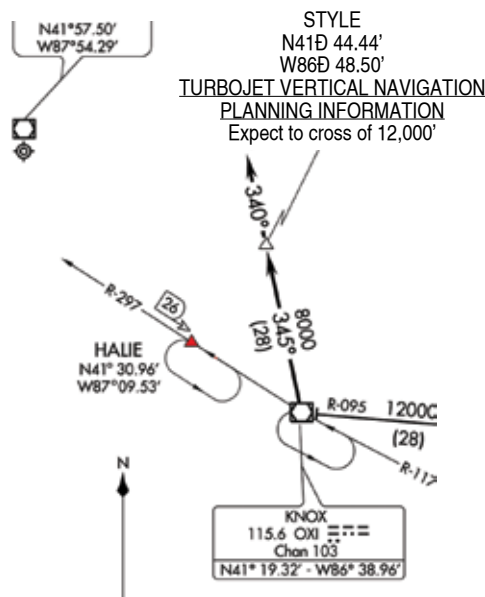
I have seen on rare installations that there is a large delay in the positioning of this line on the GPS. Remember that this line may not depict the centerline of the runway because it is based on the geographical center of the airport.

As with the task of runway orientation, you can use a similar technique for non-published holding patterns.

I have shown many instrument pilots this procedure and how to automate this with the autopilot. As with the runway orientation, you select the fix you will be holding at with the direct-to sequence. Then use the OBS on your VOR indicator or HSI to select the inbound holding course, NOT the radial. The inbound course on your moving map page should be

displayed as magenta, and the outbound or reciprocal will display in white. Using your autopilot and GPS steering, your autopilot will intercept and fly the inbound magenta course to the fix. The pilot will need to toggle between the GPS steering function for the inbound course and the heading mode for the outbound portion of the hold.

Remember, when using the heading bug to fly the outbound course once at the fix, do not turn the bug 180 degrees as the autopilot may get confused and turn the airplane the wrong way in the hold. I turn it 135 degrees in the direction I want to turn and adjust it to the desired heading once the airplane has completed 90 degrees of turn. For the inbound turn, I also use 135 degrees and tell the autopilot arm to capture the inbound course. This technique



When Holding at the Halie Intersection:

1. Select direct to Halie.
2. Go to OBS mode.
3. Rotate your HSI to show the inbound holding course "117."
4. Fly your HSI inbound with needle centered. Fly a heading of 297 outbound.

varies with the make and model of autopilot. This is not as cool as using GPS steering for a published hold, but it works. The discontinued Garmin 480 and the new Garmin 650/750 series allow you to depict the hold and fly it wherever it may be with leg lengths stipulated by the pilot.

In my future columns, I will include some tips on using flight plans with "departure procedures" (DPs). Until then, fly safe, fly often, and avoid thunderstorms and accidents!

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

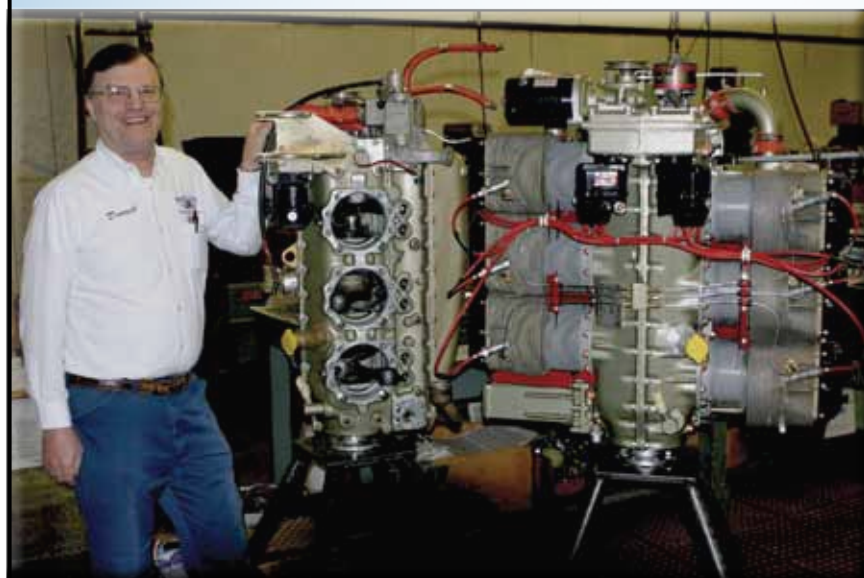
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A Commentary On Advanced Avionics

by Harold Green

We are currently in the throes of a general aviation revolution. We have airplanes that cruise comfortably at 24,000 feet at well over 200 knots, have a range approaching 1,000 miles, come equipped with ice prevention, and provide sophisticated electronics that only a few years ago were to be found only in the most sophisticated military and airline aircraft, if at all. Note: When such sophisticated capability was available in the past, there were generally two pilots in the airplane. In fact, some things like uploaded weather were not available at any price just a few short years ago. Today we can watch ourselves as the little airplane crawls along the approach chart as we execute an approach or even as we taxi on the surface of the airport. We can, air traffic control permitting, virtually program our entire flight, including an instrument approach, before we even leave the ground. We still have to take



Harold Green

off using our own muscles and brains, but once airborne, we need only push a few buttons and then sit back and enjoy the flight with the only effort on our part being to adjust the throttle(s). The system will warn us of any potential traffic hazards throughout the flight, and during the flight, we can look at radar weather uplinked from the ground. Of course we are still tasked with landing the airplane. In time, these systems will become even more sophisticated. Certainly from a pure technology viewpoint, it would be easy to automate both the take off and the landing.

As with everything in life, these advances come at a price. There is a maxim in economics known as TINSTAAFL...There Is No Such Thing As A Free Lunch. That applies to our avionics as well. There is the obvious cost of purchase and, of course, increased maintenance cost, and then there is the cost associated with satisfying the equipment's insatiable appetite for up-to-date data. However, the two most important costs are increased training and the need to maintain our vigilance with respect to traffic and situational awareness.

Please understand that in this

pilot's opinion, the advantages of these advances far and away overcome any disadvantage, providing we learn how to use the equipment without losing track of airplane performance, other traffic and the demands that Air Traffic Control places on us. As a further caveat, let it be known that the demise of the Very High Frequency Omni directional Range, VOR, has been prematurely reported. The VOR is still around, and as specified in the Aeronautical Information Manual, paragraph 1-1-19, General Requirements, an approved alternate means of navigation is required when using GPS equipment in IFR, and since Non-Directional Beacons are being rapidly removed, the VOR is the most likely candidate. Therefore, the VOR is likely to be around for as long as this requirement exists.

The complexity issues are most obvious when conducting IFR operations. First, the simple old method of finding the approach plate, twisting a couple of knobs and setting the OBS is long gone. Now we go through several procedures to select the approach and the initial fixes, and then activate the approach. We still must have the approach plate in front of us, be it

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paper or electronic.

Of course there is more to a glass cockpit aircraft than GPS. Traffic Collision Avoidance Systems (TCAS) are becoming commonplace as well. They are an excellent adjunct to situational awareness. However, there is a tendency to overreact to traffic displayed on these devices. This is particularly true when operating in a terminal environment or when the range is set too wide. Those pilots who are very traffic shy want to move away from all targets, even those that are miles away and not closing. The lean assist function available in some systems provides a great opportunity to ignore the rest of the world while setting the fuel flow to one's engine. My personal best is the student who spent 7 minutes studying the lean assist display while ignoring the airplane as the autopilot kept us on course and at altitude while clipping along at 170 knots.

Historically we work with distance: Distance to the next checkpoint, distance to the VOR, etc., etc. Now that the GPS can give us time to the waypoint, most people set up the GPS display to show distance because that is what we are used to. But airplanes don't care about distance...they only care about time. We don't run out of fuel because we fly too far. We run out of fuel because we fly too long. A change in outlook might be in order here. The GPS flight plan page will show you the time for each leg of your flight. Why not use it? Just for the record, we weren't any better at using the time display on the DME either, but it only showed the time to the tuned VOR, whereas the GPS will show the time to each waypoint in the flight plan.

Another issue arises around the "autopilot." In the past the FAA took the approach that if your plane had an autopilot, you had to fly the checkride by hand and then prove that you knew how to operate the autopilot. Now the philosophy is that you fly the checkride with the autopilot and prove that you can fly the airplane by hand. This is a drastic change, but one necessitated by the complexity of the avionics in our

airplanes today.

These are just some of the issues involving the new avionics. Along with these there is the fact that complexity of systems tend to be greater than the sum of their parts. That is, when viewed as a system, the interaction between the elements of the system creates their own set of complexities. When one element is dysfunctional or incorrectly programmed, there is an impact on other elements. Also, remember that in airline operations, there are two pilots handling essentially the same equipment, whereas we usually have but one.

Today's student is very well aware of the new technology and all too often wants to bypass the VOR training or anything involving not using the magenta (sorry, it's still pink to me) line on a display panel. It is so much easier at first to follow the pink line, then to visualize a position relative to a VOR or a localizer transmitter.

Because of these and other issues arising out of this new technology, it is necessary that we look at the training we instructors provide students, and students need to be convinced that it is in their interest to learn not only the new technology, but the old as well. It is worthy of note that when a new airplane is purchased, it usually comes with extensive factory checkout in recognition of the complexity of the new systems. In fact, more time is spent on learning the advanced avionics systems than in flying the airplane. This is a large help to the new owner. However, when a second or later owner purchases the airplane, the training issue becomes of concern again.

Somehow the instructor must instill in the new owner and/or student pilot, a respect for, and understanding of, the complexity of the system while retaining the ability to use the old navigational aids.

I don't pretend to have all the answers here since each student brings his or her own viewpoint to the flight line. However, there are some things, which can be accurately stated.

First, more total *training time* is

required to produce a pilot proficient in the operation of this equipment.

Second, an emphasis needs to be placed on rapid change in *set up* as flight circumstances warrant.

Third, creativity in establishing *failure scenarios* is an absolute necessity.

As time goes by, the human factors of equipment designs will improve and we will no doubt come up with answers to these issues, but in the meantime both instructor and student are faced with both increased capability and learning challenges. There will be more said in later discussions.

EDITOR'S NOTE: Harold Green is a CFI at Morey Airplane Company at Middleton Municipal Airport – Morey Field in Middleton, Wisconsin (www.MoreyAirport.com). □



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REGIONAL REPORTS

AOPA In Your Backyard

by *Bryan Budds, Regional Manager*
AOPA Great Lakes Region

Since AOPA renewed its commitment to an even stronger regional presence earlier this year, the association has greatly increased its activity across the Great Lakes and other regions. With the midpoint of the year now only a few weeks behind us, and most state legislative sessions complete, AOPA now turns its attention to strengthening



Bryan Budds

the aviation community across the area and increasing our presence at local airport events, some of which may be right in your backyard.

In June, AOPA visited Anoka County Airport – Blaine Field to help support “Discover Aviation Days.” With an estimated attendance of over 10,000 area residents, the American Veterans Traveling Tribute, and multiple aircraft museums opening up their hangar doors to the public, the event was a perfect opportunity for potential aviation enthusiasts to get acquainted with general aviation, their airport, and AOPA. One lucky visitor to the AOPA tent won an introductory flight, courtesy of AOPA.

AOPA will also be exhibiting at the Indianapolis Air Show, the Milwaukee Air and Water Show, Thunder Over Michigan, and many other aviation events across the area. If you have the opportunity to attend one of these events, please stop by the booth, say hello, and perhaps receive a special gift or two. And, if you have any

suggestions on where you would like to see AOPA, please let me know!

To further support the aviation community, AOPA’s Airport Support Network has launched a new initiative to recognize public officials who are strong aviation advocates for their local airports. As we all know, local politics drives so much of what happens at our local airports, and maintaining positive relationships with those decision-makers is key. So, if you have a proactive, supportive local official, visit aopa.org/asn and submit their information so they can receive recognition for their efforts.

Also in an effort to communicate directly with AOPA members in the region, we have activated the AOPA Great Lakes Region “Twitter” account to provide you with up-to-the-minute and behind-the-scenes information on all things AOPA is involved with in the Great Lakes. You can follow me @AOPAGreatLakes. Hope to see you at an upcoming event!

bryan.budds@aopa.org



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

by *Yasmina Platt, Manager*
AOPA Central Southwest Region

Have you been flying much this summer? I have and I even flew around Sydney, Australia one day – a dream come true! What a hoot that was! I hope you submitted your Keep ‘Em Flying notice of completion for a chance to win some more flying money.



Yasmina Platt

Since my last report, I have now visited all four states covered by this magazine: Kansas, Missouri, Nebraska and Iowa. I was missing Kansas, but I was happy to be there in June speaking at the Kansas Association of Airports conference in Lawrence on Thursday, June 21 and then held a fun Pilot Mix

and Mingle social and networking event in Kansas City on Friday, June 22 with fellow AOPA staffer Bill Dunn. In June, I also spent time in Nebraska helping with the Nebraska Airfest and 2012 Nebraska State Fly-In, June 16-17. My highlight was teaching our future generation about aviation and the joy of flying.

2012 has been a good year for general aviation in Missouri in terms of collaboration with local organizations and cooperation with the state’s legislature. Missouri’s SB769, HB1504, and SB485 were all signed into law by Governor Nixon on July 10th. Under SB769, any anemometer tower that is at least 50 feet AGL and located outside city limits will be marked, painted, flagged, or otherwise constructed to be recognizable during the day. HB1504 extends the Aviation Trust Fund and jet fuel state and local sales and use

tax exemption to December 31, 2023 from 2013, and SB485 modifies the law governing liens on aircraft. AOPA supported the legislation in SB769 from the beginning and played a key role in its passage. Requiring the marking of these towers will significantly improve the safety of rural aircraft operations in Missouri at a minimal additional cost to tower owners.

I want to send a special thank you to Nebraska Governor Heineman for recognizing the benefits of general aviation by declaring May Nebraska’s General Aviation Appreciation Month.

I hope to see you at the upcoming AOPA Summit in Palm Springs, California from October 11 to 13. For more information and to register, visit: <http://www.aopa.org/summit/>. For those in Iowa... I also plan on being at Atlantic Municipal Airport (KAIO) on Saturday, September 15 for the Fly Iowa 2012 fly-in. Come find me and I will give you an exclusive and limited membership offer.

yasmina.platt@aopa.org



A Storm Is Brewing

by Craig L. Fuller

President & CEO

Aircraft Owners & Pilots Association



Craig Fuller

Sometimes, even on a beautiful summer day, you can tell there's a storm coming. In the world of general aviation, this is one of those times. The leading edge will hit this fall and the storm could rage all winter long.

Following the November elections, Congress will reconvene and take up something called "sequestration." Congress will have a few weeks to slash the federal budget deficit dramatically. If they can't reach agreement, sequestration will take effect on January 1, 2013, triggering automatic cuts across just about every sector of government in an attempt to reduce the federal budget deficit by \$1.2 trillion.

Michigan Fuel & Aviation Products Tax Now Dedicated To Aeronautics

LANSING, MICHIGAN – The Michigan State Legislature passed, and Governor Rick Snyder signed, an amendment to the state's general sales tax, which will dedicate the 4 percent aviation fuel and aviation products tax to the Aeronautics Fund in FY 2012-2013. The fund will collect up to a maximum of \$10 million (NASAO). □

Grassroots Efforts To Save Aviation Program

JANESVILLE, WIS. – The aircraft maintenance program at Blackhawk Technical College in Janesville, Wisconsin, has been temporarily (or permanently) suspended, after 72 years of service. Meanwhile, a committed group of aviation enthusiasts is working to convince the Blackhawk

If that happens, the consequences are frightening. The FAA's air traffic organization will have to lay off an estimated 2,000 employees, including 1,200 air traffic controllers and 900 technicians. The agency also would likely close more than 200 contract towers. Another 600 safety and aircraft certification personnel would be lost through attrition and not replaced. The NextGen ATC modernization initiative would not be spared either, potentially receiving cuts of up to 8 percent or \$160 million.

Along with budget cuts will come attempts to raise revenue. The battle over user fees that could follow will make our past fights over this issue look like a walk in the park.

The stakes are incredibly high. GA has some stalwart friends in Congress, including 186 members of the House GA Caucus and 39 members of the Senate GA Caucus. These supporters have repeatedly acted to defend general aviation, protect the interests of pilots, and prevent the imposition of new user fees. But come January 1, even their support may not be enough.

Technical College District Board to rescind its decision, and are contacting every aviation-related company and organization in the state to ask for their

None of the alternatives is pain free—and many are very painful.

But AOPA is not waiting for the storm to hit before we take action. During the next few weeks, we will be attending both national party conventions. Together with the National Business Aviation Association, we will be recognizing federal, state, and local officials who support GA.

We're also encouraging our members to visit their elected representatives while they are in their home states this summer. It doesn't hurt to remind lawmakers that people in their communities are depending on them not to agree to user fees that could damage GA.

And, of course, we'll be asking for help from the entire GA community when the timing is right.

In the next few months, the proposals will start coming fast and furious. So now, in the calm before the storm, let me say thank you for supporting general aviation. All of us at AOPA are standing ready to defend our freedom to fly. I hope we can count on you to stand with us. □

support. For additional information, contact Pamela B. Thomas at 262-642-7541, or email her at rhpbtomas@gmail.com. □

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11 MODELS – BECAUSE EACH ENGINE IS DIFFERENT!

Changing Your State's Recreational Use Statute To Include Private Airstrips

by Jim Hanson

Minnesota joins 15 other states in providing protection for private airstrip owners who allow other pilots to use their airstrips. Within the region served by *Midwest Flyer Magazine*, only South Dakota and Minnesota, and parts of Nebraska, have made the change. I would like to invite pilots from all Midwest states to likewise make the effort.

Each of the 50 states has a Recreational Use Statute (RUS). (See the sidebar from the Recreational Aviation Foundation for a full explanation.) The RUS is sometimes called the "Good Guy Law" — it could be summed up by saying that a landowner has no liability if he allows someone to use his land **without charge**, and **doesn't overtly create a hazard**. These two limitations are important.

Most Recreational Use Statutes were created to encourage landowners to allow people to use their land... there is not enough public land to accommodate all who would like to use it. Recreational uses usually say "includes, but are not limited to the following activities...." The statute then goes on to list types of activities. In Minnesota, RUS lists "hunting; trapping; fishing; swimming; boating;

camping; picnicking; hiking; rock climbing; cave exploring; bicycling; horseback riding; firewood gathering; pleasure driving, including snowmobiling and the operation of any motorized



The Minnesota State Capitol, St. Paul, Minnesota.

vehicle or conveyance upon a road or upon or across land in any manner, including recreational trail use, nature study, water skiing, winter sports, and viewing or enjoying historical, archaeological, scenic, or scientific sites....." That's quite a lot of activities, but it DOESN'T say anything specifically about aviation. That is what we set out to change.

The Problem

Aircraft owners, pilots, and airstrip owners are gregarious sorts. The private airstrips might be Flying Farmer strips, residential airparks, Light Sport Aircraft

strips, glider ports, private seaplane bases, or private heliports, or simply a private airport. Most of these airstrip owners would love to have people drop in (with permission, of course), but have been leery of the possibility of encountering a lawsuit if something went wrong. For that reason, many airstrip owners have de-listed their strips from the aeronautical charts (and GPS databases), even though they were listed as "restricted" or "private." The actual number of prosecutions of private airstrip owners has been few, but in today's society, nobody wants to incur the legal expenses to defend themselves from simply being a "good guy" and allowing someone to use their airstrip.

How many times have you been flying along, looking down, and discovered an unlisted private strip? Now you know why.

The Solution — The Recreational Aviation Foundation

We need to give airstrip owners the same protections afforded other recreational activities. Why should aviation be any different than the other activities? I contacted the Recreational Aviation Association (RAF). RAF is a charitable, non-profit organization dedicated to the preservation and promotion of private airstrips. According to their website, the purpose of the organization is to:

- Acquire private land for the development of new airstrips,
- Assist in funding the building of new airstrips on public land,
- Develop educational materials to assist pilots in being knowledgeable advocates,
- Fund efforts to gain national recognition of backcountry recreational aviation and airstrips as a legitimate use of public lands.
- Provide educational information regarding recreational airstrips to



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members of Congress and their staff.

I contacted the RAF and within hours, I had a returned phone call from John McKenna, President of the RAF. I was impressed...RAF is that kind of organization – straight talk, all action – as exemplified by the rapid return on a phone call. McKenna outlined the background and mission of the organization: preservation and expansion of private and remote airstrips. The organization started in Montana, and made its mark in preserving remote airstrips in the American West. The concept caught on, and RAF has experienced explosive growth across the country. The organization has been SO successful that RAF received recognition as one of the five “Best Products of the Year” from *Flying* magazine. Even though it is not really a “product,” but an organization, *Flying* was so impressed with their mission and accomplishments that the magazine gave them the award. Similarly, RAF won the Lightspeed “Pilot’s Choice Award” as the choice of most pilots as the aviation organization most deserving of the Lightspeed \$10,000 grant. Today, RAF has members in all 50



Backyard airstrips now have liability protection in Minnesota, South Dakota and parts of Nebraska thanks to the Recreational Use Statutes adopted in those states.

states. Even more important, RAF has a “seat at the table,” along with other aviation organizations when discussing national aviation policy.

McKenna advised me that the key to affording protection for private strip owners was to make a simple change in the State Recreational Use Statute, and that though RAF would help, **this must be a local effort!**

We contacted Sen. John Carlson from Bemidji, Minnesota. To introduce a companion bill in the House, we contacted Rep. David Hancock, also from Bemidji. Bemidji is in the northern part of the state, and there are a number of private and resort airstrips there. Even more important than their geographical location, though, were the

legislators themselves. I have a friend that is a former legislator himself, and asked his advice on who should carry the bill. These individuals were his recommendations.

Lesson Learned #1: Find the very best legislator to carry the bill. Their heart has to be in it, and they must be tenacious to carry on when the inevitable legislative snags occur. Many bills are introduced into the legislature every year; only a



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STATE LEGISLATION

small percentage actually survive. Having these two legislators carry the bill was one of the best things we could have done. When problems arose (as they inevitably do), these experienced legislators enlisted the assistance of Rep. McNamara (Chair of the Natural Resource Committee), and Rep. Beard (where it was attached in the House). Bills often take strange turns on the way to passage, and an experienced legislator that *really believes* in a bill makes all the difference in the world.

Lesson Learned #2: Introduce bills in both houses. The probability of passage increases greatly. If one bill runs into difficulty, the other proceeds. If there is a difference in the bills, it can be worked out in a conference committee.

Lesson Learned #3: Provide multiple copies of your position to your legislators. In the Minnesota case, I provided RUS information from the RAF, with their permission. I provided text from states that had recently amended their RUS documents to use as an example. I provided examples of those who would benefit from the change STATEWIDE, not just from their districts. Examples included Flying Farmers, airpark communities, resorts, seaplane bases, heliports, glider ports, and aeromedical evacuations. I then provided a single-page summary legislators could use. Finally, I provided them with the RAF website, and being conscientious legislators, they did use it to verify the information I had given them.

Lesson Learned #4: Have an *experienced* and *savvy* legislator that

believes in your cause. Though the bill went through the House with little opposition (Rep. Hancock actually picked up co-sponsors along the way!), it had some questions in the Senate. Sen. Carlson met with a representative of the Minnesota Association for Justice (formerly Minnesota Trial Lawyers Association) to discuss their initial concerns – most of which centered on what the definition of “non-commercial aviation” was. We suggested that we simply use the definition of “commercial operation” from the Minnesota Department of Transportation, Office of Aeronautics, as what constituted a commercial operation. After all, if it was good enough for the regulatory agency for commercial operations, it should suffice for this bill. The Bar Association was satisfied with that.

Both Representative Hancock and Senator Carlson stayed in constant contact. Because time until adjournment was waning, Sen. Carlson attached the bill to an omnibus Game and Fish bill for a vote. He was able to do that because the RUS in Minnesota (like so many other states) originated as a Game and Fish bill when it was first introduced, making it “germane” to a Game and Fish bill. That was a smart move on his part, and another indication of why it is so important to have an experienced legislator on your side. When time came for testimony in the House-Senate Conference Committee to reconcile differences in the House and Senate on the differing bills, I addressed the

committee to answer questions. There was a call from one member to add additional clarifying language. The representative from the Bar Association actually sat down next to me and said, “Mr. Hanson’s short definition of the bill hit it out of the park. We have reviewed the language from MN/DOT Aeronautics, and have no objections to it. We feel that no additional language is warranted.” Imagine that...because of Sen. Carlson’s foresight and planning, a potential problem was averted, and a potential adversary became an ally!

The bill cleared the conference committee, and the omnibus bill was passed by the legislature and signed into law by the governor in May 2012.

What Does This Mean For Minnesota Pilots & Airstrip Owners?

- It means that an airstrip owner may allow other pilots to use a private airstrip without fear of legal issues, subject to the limitations previously stated.
- Airstrip owners may want to list their airstrips for inclusion on aeronautical charts and databases.
- Resorts can advertise availability of their airport, bringing more business.
- Aviation-related businesses may now allow customers to use their airports and seaplane bases.
- These private airstrips are available for emergency flights (aeromedical flights, for example).
- Pilots can get more utility from their aircraft by landing closer to their destination if they secure permission to do so. This is also good for nearby communities.
- Safety is enhanced. If a pilot needs an airport in a hurry due to an emergency or bad weather, the number of options will be greatly increased.

All of This Is At No Cost To Taxpayers. That’s good legislation!

ACTION

1. If you would like to consider amending the Recreational Use Statutes in your state, look up the Recreational Aviation Foundation at www.theraf.org.



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They have an excellent website. If you look under "pilot info," you will find their contact information (you have to like an operation that lists phone numbers and email information for every person in the organization!), or simply call 406-582-1723.

2. On viewing the website, you will want to join the Recreational Aviation Foundation. RAF is a non-profit organization that is also dedicated to having flying fun!

3. Show this article to every owner of a private airstrip that you know so that they will be aware of the benefits of changing the Recreational Use Statute in their state, and their ability to allow others to use their airstrips with permission without fear of legal issues.

EDITOR'S NOTE: Jim Hanson is the long-time manager of the Albert Lea (MN) Municipal Airport. Now in his 50th year as a pilot, Hanson has been active as a promoter of both public and private airports in the area. If you would like to become involved in saving or promoting private (or public) airports, contact the Recreational Aviation Foundation as listed above. You can also contact Jim Hanson at jimhanson@deskmedia.com or at the airport at 507-373-0608.

Sidebar: The following information is from the Recreational Aviation Foundation. Used with permission.

Recreational Use Statutes

All states in the USA have recreational use statutes that immunize landowners from liability when they allow the public to enter their land for recreational activities. Few states, however, expressly set forth airstrips and associated aircraft operations as a form of recreational activity. While the laws are similar in many respects, states differ in terms of the type of land protected, whether the land needs to be suitable for recreation, and the types of individuals and organizations that may qualify as landowners. States also vary with regard to the recreational activities covered and whether landowners need to give permission for the public to engage in those activities in order to receive protection. If landowners impose charges on the users, the laws may no longer protect the owners. Questions arise over the duty of care and whether the owner acted willfully or maliciously in endangering users. The variety of questions raised indicates that pilots and airstrip owners in the various states would benefit from a thorough review and possible revision of their recreational use statutes to ascertain if aviation activities are specifically included within the provisions of their states' recreational use statute.

What Is A Recreational Use Statute?

"Recreational Use Statute" is a term given to legislation generally intended to promote public recreational use of privately owned land. The statute does this by granting landowners some protection from liability for personal injuries or property damage suffered by land users pursuing recreational activities on the owner's land. The underlying

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STATE LEGISLATION

policy of a Recreational Use Statute is that the public's need for recreational land has outpaced the ability of local, state, and federal governments to provide such areas and that owners of large acreages of land should be encouraged to help meet this need. Changes in lifestyle and the environment during the last few decades further support this rationale. These changes include increases in the material wealth and leisure time of urban residents enabling them to spend more time on recreation, a decline in the amount of public recreational space available to urban residents, an increased awareness of the health and fitness benefits of recreation, a desire to provide the public with opportunities to enjoy the benefits of modern environmental control, and a response to increased private tort litigation of recreational accidents.

How Does A Recreational Use Statute Work?

Generally speaking, a Recreational Use Statute (R.U.S.) provides that a landowner owes, to one using his or her property for recreational purposes and without charge, neither a duty of care to keep the property safe for entry or use, nor a duty to give any warning of a dangerous condition, use, structure, or activity on the property. Under prior common law (law made by court rulings), the landowner had different duties of care depending on whether a person was on the land as an invitee, licensee, or a trespasser. The greatest duty of care

was owed to an invitee and no duty was owed to an unknown, adult trespasser. Under an RUS, recreational users are treated in the same manner as trespassers and thus the landowner owes them no duty of care. **The protection of the statute is lost, however, if the landowner charges for the use of the land or if the landowner is guilty of malicious conduct.**

When Is A Landowner Protected By A Recreational Use Statute?

The principal question addressed by courts in personal injury and wrongful death litigation where a RUS is in effect, is whether the statute applied under the facts that existed at the time of injury or death. If the facts are determined to be outside of the statute, liability will be determined in accordance with principles of state common law. For instance, if the court determines that the landowner didn't qualify as an "owner" defined by the statute (see below), the facts would be considered to be outside of the protection of the statute. Each state's RUS was drafted with conditions specific to that state in mind. Therefore, landowner liability can vary greatly from state to state. Furthermore, judicial interpretations of the various statutes differ greatly, such that similar statutes may yield very different results when tested in court. It is therefore very important to check your state's RUS to see how much protection it offers and how the state court has interpreted it. A Recreational Use Statute acts as a deterrent to lawsuits...not total protection against lawsuits.

Who Qualifies As A "Landowner" Under A Recreational Use Statute?

In order to be protected under a Recreational Use Statute, a person must qualify as an "owner" under the statute. **Most Recreational Use Statutes broadly define "owner" to include the legal owner of the land, a tenant, lessee, occupant or person in control of the premises.** Some statutes also consider the holder of an easement an "owner." A very important issue is whether or not a public entity or municipality qualifies as an "owner" under the state's Recreational Use Statute. Some statutes specifically include public entities in the definition of "owner" (e.g. Alabama, Illinois, Ohio), while others specifically exclude them (e.g. Florida, Iowa, Minnesota). Still others are silent on the issue and have left it to the courts to decide. **Thus, in the states that include public entities as "owners" under their RUS, public land falls within the protection of the statute.**

What Type of Land Falls Within The Scope of The Statute?

Most Recreational Use Statutes apply broadly to land and water areas, as well as to buildings, structures, and machinery or equipment on the land. Again, each state will vary in how broad the statute and its interpretation will



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Reach the Summit

It should come as no surprise that AOPA's Aviation Summit is one of my favorite events of the year, and our entire team is busy getting ready to welcome thousands of pilots to Palm Springs this October 13 through 16. As we finalize our plans, I wanted to take a moment to share the excitement with you, and invite you to join us for what promises to be the most vibrant Summit yet.

Palm Springs is a favorite Summit location, and the only place you can see dozens of aircraft, large and small, taxi down city streets in the Parade of Planes. Following the parade, the planes will be positioned around the convention center, where you can get an up-close look at the best general aviation manufacturers have to offer.



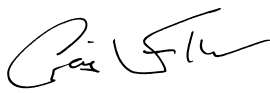
Meanwhile, inside the convention center hundreds of exhibitors will show off the latest avionics, newest pilot gear, and best services. Whether you are looking for a new flight bag or a new glass cockpit, you can find it and try it out right here.

There are also endless learning opportunities with dozens of seminars. Topics include medical issues, fun destinations, changing technology, weather flying, buying your first airplane, aircraft maintenance, and many more. Specialized tracks make it easy for you to choose the seminars that match your interests and experience level. Whether you are new to GA or have thousands of hours in the left seat, you'll find seminars that can help make your flying safer and more enjoyable.

This year, for the first time, we'll also be offering a whole new range of learning opportunities, giving you the chance to earn a tailwheel endorsement, fly a warbird, transition to a glass cockpit aircraft, go up in a hot air balloon, or get current after a hiatus from flying. Whatever your goal may be, experts at AOPA's Aviation Summit can help you reach it.

After a full day of shopping, learning, and training, it's time to play, and we're offering a variety of social events, including a charity golf tournament, "A Night for Flight" benefit, the California Dreamin' Resort Party, and even a Wild West Desert Adventure. If you just want to relax among friends, old and new, be sure to stop by the AOPA Lounge at the Spa Resort & Casino.

And that's just a small taste of what we have in store. You can find out more and make your plans at **www.aopa.org/summit**. I can't wait to see you there!


Craig L. Fuller
AOPA President and CEO



go with respect to what constitutes “premises” covered by the statute. Some states will follow closely the intent of the statute and include only those lands amenable to recreational use (for example, under Louisiana’s RUS, the land must be an undeveloped, nonresidential rural or semi-rural land area in order to fall within the protection of the statute), while others will make a much broader interpretation and only consider whether a recreational activity had taken place on the land, regardless of how suitable that land was for recreational use (e.g. California, Connecticut).

What Activity, Use or Purpose Qualifies As “Recreational?”

Many Recreational Use Statutes include, in the text of the statute, a definition of “recreational use” or “recreational purpose.” These definitions usually include a list of

activities such as hiking, swimming, fishing, pleasure driving, nature study, etc. The phrase “includes, but is not limited to” also appears in order to prevent a narrow interpretation of what constitutes a “recreational use.” Some courts, however, limit the definition to only those activities that can be pursued outdoors (e.g. Louisiana, Washington). Presumably, mountain bicycling would be considered a “recreational use” of land by most courts even if it is not specifically listed in the definition of “recreational use” or “recreational activity.” However, it would be advisable to not rely on the courts to determine if a particular recreational activity is covered under the RUS. Therefore, airstrips and their associated aviation activities should be enumerated

in the statute.

Limitations of A Recreational Use Statute

Generally, the liability protection of a recreational use statute is **lost** if the landowner **charges for the use of the land** or if the landowner is guilty of **malicious conduct**, like purposely placing an obstacle on the runway.

Summary

It would behoove airstrip owners and pilots to research their respective state’s RUS to determine its current efficacy in protecting the landowner, as well as determining if the RUS would include aviation-related activities. □

Registering Private Landing Facilities

Now that Minnesota (and 14 other states, including South Dakota and parts of Nebraska) have provided legal relief for privately-owned landing areas where no charge is made for landing, it would be good to know where those facilities are! Pilots, PLEASE HELP! Pass this on to every owner of a private airstrip, heliport, Light Sport Aircraft airstrip, ultralight airstrip, seaplane base, gliderport, or fly-in community that you know of!



Why Register Your Airstrip?

1. It literally “puts you on the map” – sectional charts, WAC charts, and GPS databases.
2. A pilot can navigate directly to your strip by entering the FAA identifier into the GPS, just like any

other airport. The airport info will show up on the GPS.

3. In the event a pilot *needs* an airport *right now* due to weather, impending darkness, lost, or mechanical issues, your airstrip may be a lifesaver!

4. Pilots you invite will know where to find your strip.

5. Information about your strip (length, obstructions, etc.) will be on file with the FAA for other pilots, improving safety, and giving fair warning about the suitability of the strip. There is no question on whether or not any hazards were disclosed...



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It's easy! Just go to <http://www.faa.gov/documentLibrary/media/form/faa7480-1.pdf> for the FAA form and fill it in. The answers are pretty much self-explanatory. If you need further guidance, see the instructions at the bottom of the page. Here are a couple of suggestions by sections:

A. Nearest town: your choice. Lat/Long, you can take it from a chart, but better yet, get it from your GPS. The GPS will also give you the elevation. Name of facility: can be your name, or something fanciful like "*Pilot's Paradise*."

B. If the landing facility is to be used by yourself – and you want pilots to contact you prior to use – check "private." If you are willing to let others use the strip (with the newly passed safeguards), check "public" and pilots will land at their own risk.

C. Airport or seaplane base: List VFR airports and heliports within 5 nm, and IFR airports within 20 nm. Heliports: List VFR airports and heliports within 3 nm and IFR airports within 10 nm.

D. This is the hardest one...drawing on a quadrangle map. See your county engineer for the relevant map, make a simple copy, and submit it to the FAA. An alternative is to print a copy of your location on Google Earth...the FAA will now accept that.

E. Same as D.

F. Up to you

G. Up to you

H. Licensing. The State of Minnesota does not require the licensing of private airports, so check "Not Required."

Airport District Offices In The Midwest

The Great Lakes Region covers the states of Minnesota, Illinois, Indiana, Michigan, Wisconsin, North Dakota,

South Dakota, and Ohio, and their address is as follows:

Federal Aviation Administration
Great Lakes Region
Airports Division AGL-600
2300 E. Devon Avenue
Des Plaines, IL 60018
Telephone 847-294-7272

The Central Region includes the states of Iowa, Kansas, Missouri and Nebraska, and their address and telephone number are as follows:

Federal Aviation Administration
Central Region
Airports Division (ACE-600),
Room 364
901 Locust
Kansas City, MO 64106-2325
Phone: (816) 329-2600

EDITOR'S NOTE: Minnesota joins 15 other states in providing protection for private airstrip owners who allow other pilots to use their airstrips. Within the *Midwest Flyer Magazine* readership area, only South Dakota and Minnesota have made the change. Other states can follow suit. □



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It Ain't Necessarily So...

by Dr. John Beasley, M.D.

Nothing like preventive maintenance for both you and your airplane, right? Overhaul at TBO. Well, as the song goes, "It ain't necessarily so," whether we are talking about airplanes or people. For airplanes, a convincing argument can be made that we have more engines failing because of routine overhauls done at TBO than would be failing if we ignored the TBO. If you haven't seen it, try the Webinar by EAA's Mike Busch at <http://www.eaavideo.org/video.aspx?v=1429764450001>. You can get the same slant on things in his March, 2011 Sport Aviation article at



John Beasley

<http://www.sportaviationonline.org/sportaviation/201103?pg=100>.

The aphorism for today is "There is no free lunch." Whether we are working on airplanes or people, stuff happens, and it is not always what we intended. Engines fail more often after overhauls than at any other time, but how about people?

A while back, I was listening to a nationally syndicated medical talk show, and an airline pilot called in and said "I just found out my PSA (a test for prostate cancer) is elevated...what should I do?" I know the talk show host and emailed him, "For heaven's sake, tell him to stop testing!" Why would I say that? Prostate cancer isn't a great disease and 3% of us who have a Y chromosome will probably die from it. But at the same time, there is strong evidence that intervening doesn't make much difference. We probably have to do surgery or something to somewhere between 8 and 48 patients to avert one death, and some studies show no benefit at all. And if the PSA is high, then there are some rather unpleasant tests to check it out, and again, best case chances are 7 out of 8 that the treatment will either not be needed (you will die of something else such as old age) or not be successful (and you go ahead and die of the cancer despite treatment). The treatment is fraught with side effects, and, as for the caller, there are certification issues.

What are the upsides of screening? In some cases (screening for colon cancer for people over 50 – and under 80 – or earlier for some), there is good evidence that for most people the benefits exceed the risks. For mammography, there is reasonably good evidence too.

What are the downsides? Cost and discomfort are two, but there are also unnecessary, ineffective or even harmful diagnostic procedures and treatments that result from screening.

How can you tell if screening is really a good idea for your age and gender? The best information about

the utility of various health-screening measures comes from the U.S. Public Health Services Preventive Services Task Force. They are at: <http://www.ahrq.gov/clinic/uspstfix.htm> Specifics for age and gender are at: <http://epss.ahrq.gov/ePSS/search.jsp>

The ratings come in several categories:

Level A: Good scientific evidence suggests that the benefits of the clinical service substantially outweigh the potential risks. Clinicians should discuss the service with eligible patients.

Level B: At least fair scientific evidence suggests that the benefits outweigh the potential risks. Clinicians should discuss the service with eligible patients.

Level C: At least fair scientific evidence suggests that there are benefits, but the balance between benefits and risks are too close to call. Clinicians need not offer it unless there are individual considerations.

Level D: At least fair scientific evidence suggests that the risks outweigh potential benefits. Clinicians should not routinely offer the service to asymptomatic patients.

Level I: Scientific evidence is lacking, of poor quality, or conflicting and the risk versus benefit balance cannot be assessed. Clinicians should help patients understand the uncertainty surrounding the clinical service.

Once you know the level of rating, it is time to have a chat with your doc. And, the value of screening depends not only at the potential harms and benefits, but what you (the patient) want. A rational person could say, "I'm really worried about cancer and want you to do all the screening you can. An equally rational person might say, "I feel great and I don't want you messing with me unless you can show me that it's really likely to help me! How you feel about these issues should help us decide what's useful to you – not just useful to statisticians.

So what to do? Chat with your doc, and do the obvious to stay healthy. I won't belabor the obvious. □

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Dave Weiman

Fuel Distributor Gives Its Best To Aviation & To Its Community

by Dave Weiman

Nineteen miles south of Duluth, Minnesota is the old fur trading and lumber town of Cloquet, Minnesota, where Best Oil Company – a major distributor of Phillips 66 aviation fuels – is located. Cloquet is also where Jarden Home Products, makers of Diamond wooden matches, and Sappi Fine Paper North, are located.

John, Chris and Mike McKinney are the third generation owners of Best Oil Company, which started as a supplier of auto gasoline and heating oil. Today, Best Oil Company also distributes petroleum products to gas stations, convenience stores, bus companies, trucking firms, municipalities, counties, electrical generating plants, and both jet and 100LL avgas to airports and fixed base operators at 40 airports thus far throughout Minnesota, Michigan and Wisconsin. Best Oil Company also owns and operates a chain of 19 convenience stores called “The Little Stores.” All combined, including

John McKinney of Best Oil Company at Cloquet-Carlton County Airport, Cloquet, Minnesota.

drivers, office personnel and retail employees, Best Oil Company employs 300 people in northeast Minnesota.

John McKinney’s maternal grandparents immigrated to the United States from Finland, and met in the United States in 1923. McKinney’s grandfather, Ray Lindholm, worked for an oil company, then built his own gas station and became a Conoco distributor.

McKinney’s parents met at the University of Minnesota in Minneapolis, and when they graduated in the late 1940s, McKinney’s grandfather told his father that the fuel and oil business was not a bad business to get into, so his parents bought a small jobbership in Couderay, Wisconsin.

“My dad drove truck, and my mother kept the books, and the business grew, and they expanded into Hayward where they purchased some stations,” said McKinney. “After seeing

how well his son-in-law was doing, my grandfather invited my dad to become partners with him in his business in Minnesota. So my dad and mom did just that in the early 1950s and bought him out in 1961. The business has been growing ever since.

Best Oil Company operates six transports and seven trailers, 24/7. The trailers are dedicated to either jet fuel, avgas, or auto fuel.

Best Oil’s corporate offices are next to the railroad tracks that used to transport fuel to bulk storage in Cloquet. Today, everything is trucked directly from terminals to customers. All aviation fuels are picked up at either Flint Hills Refinery, or the pipeline terminals in Minneapolis, Chicago or Green Bay.

John McKinney welcomed questions about Best Oil Company, and the fuel business in general.

WEIMAN: John, why is it that the price of gas at the local convenience store can fluctuate a lot, and the price

of avgas lags?

MCKINNEY: Airports – particularly the smaller airports – typically do not go through fuel that fast. “A gas station on a really busy weekend will go through a load in a day. In comparison, an airport may find itself sitting on a load of 8,000 gallons of fuel for two or three months before selling it. (In the meantime) maybe the price went down, but it is hard for the fixed base operator or airport to lower their price when they paid a lot more for it. Yet, if the price goes up and they are still sitting on that fuel, they may raise their prices and try and make a little money. The volumes at most airports are not like the bigger airports, and it’s a tough business. Pilots may want a better price, but the truth of the matter is, those operators are providing a service and they need to make the kind of margins they do or else they wouldn’t be there.”

WEIMAN: How about delivering fuel in Canada?

MCKINNEY: We would like to distribute fuel in Canada, but have chosen not to do so at this time, as there is a lot of paperwork and a lot of different regulations. We have spoken to a number of our suppliers and they have found that it is a lot of work for the effort. Maybe in the future.

WEIMAN: Are there getting to be more above-ground tanks at airports?

MCKINNEY: Yes. Some of our airports still have underground storage tanks, but most are going with above ground tanks, so they can better monitor them. They can easily see if there is an issue right away. And more



Best Oil Company Photo

Chris Misiak, the Wholesale Customer Manager with Best Oil Company, demonstrates how to use and read a hydrometer during a fuel-testing seminar sponsored by Best Oil Company at Richard I. Bong Airport in Superior, Wisconsin. The purpose of the test is to measure the density of the fuel, as a significant change in density may indicate contamination by another product. Looking on are Best Oil Company customers Tom Wock of Cook, Minnesota; Rob Missinne of Monaco Air, Duluth; and Ernie Seppala of Cook, Minnesota.

and more of the above ground tanks have double walls, again for safety.

WEIMAN: Speaking of safety, aren’t fuel tank owners required to be certified?

MCKINNEY: Yes. Fuel tank owners are required to take an online course and exam, which is now a federal mandate. So we are running this program tomorrow. Chris Misiak in our office will be overseeing it. Anyone that owns an underground storage tank has to have a certificate showing they have a basic understanding as to when they have to run tests for tightness, line tests, cathodic protection...whether

or not they have a suction pump, a dispenser...all those sorts of things... and inventory keeping. This is our second workshop. We are trying to help our customers and make sure they attend. We have been telling them for two years that it is required, and they can go online and get it done, but there’s something to be said for a structured classroom setting, and setting aside the time to do it. It is one of those requirements the federal government wants everyone to pass. If they don’t get it right the first time, they can retake the exam until they understand their system and pass.

The federal government keeps ramping up the requirements. At first they wanted people to do inventory and tightness tests of their equipment. Now they want owners to actually understand how their equipment operates...so more and more requirements, all of the time.

WEIMAN: As a pilot and aircraft owner, if I go out to the airport and fuel up, is there anything I should do aside from sampling my fuel to make sure I am getting non-contaminated fuel, and is there any way I know I am getting fresh fuel?

MCKINNEY: I can say this about Phillips 66...branded fixed base operators...they are required by Phillips to be doing – at a minimum – weekly samples...checking their filters, and their water defense systems. Phillips 66 is committed to having testing done to make sure fuel meets the required specifications, and is clean and dry. As for unbranded locations, they should be doing it as a good business practice and

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safety precaution. We also distribute for British Petroleum and Flint Hills Refinery, and all the fuel companies are pushing testing, because God forbid, a plane goes down...everyone gets dragged into a lawsuit.

WEIMAN: How old can 100LL be before it is not fit to use?

MCKINNEY: Typically Phillips likes to see it stored no more than nine months, but it depends on how the fuel is stored. If it is a small airport and we are getting into winter and we know that flying is going to drop off, we do a lot of splitting of loads...helping the small operator get enough fuel to get them through the winter. So we may bring in a couple thousand gallons...whatever they think they need that will get them through the winter, or most of the winter without too much product in their tanks. So if we deliver the fuel in late October, and it carries them through March, that's only 6 months. But at the same time, they are testing it, and they can make sure the fuel is clean and dry.

WEIMAN: Is there any additive fuel companies can add to avfuel to preserve or stabilize it more, just like we use for a boat or lawnmower?

MCKINNEY: Not that I am aware of. Fuel companies want to keep aviation fuel pure. That's why we have dedicated trailers. They don't even want to risk having residue from diesel or bio products. They don't want any of that touching the fuel, because it can change the fuel's composition.

A Strong Work Ethic

Like any business owner, John McKinney can be home relaxing and reading the newspaper, and he is still thinking about the business... checking email on his smart phone, etc. Like he said, he has people out there working, 24/7, and customers depending on him.

None of the McKinney children have any interest in the fuel distribution business. Some are still in school, and others are on to different careers in different parts of the country. "But that could change...you never know," said McKinney.

"It's a tough business, and very capital intensive. None of us brothers were dragged back into it, but rather chose to return to northern Minnesota as it is a great place to live. But my brothers and I like what we are doing, and we have no plans to do anything else. We want to continue to grow the business and work the business, and that's what we will continue doing."

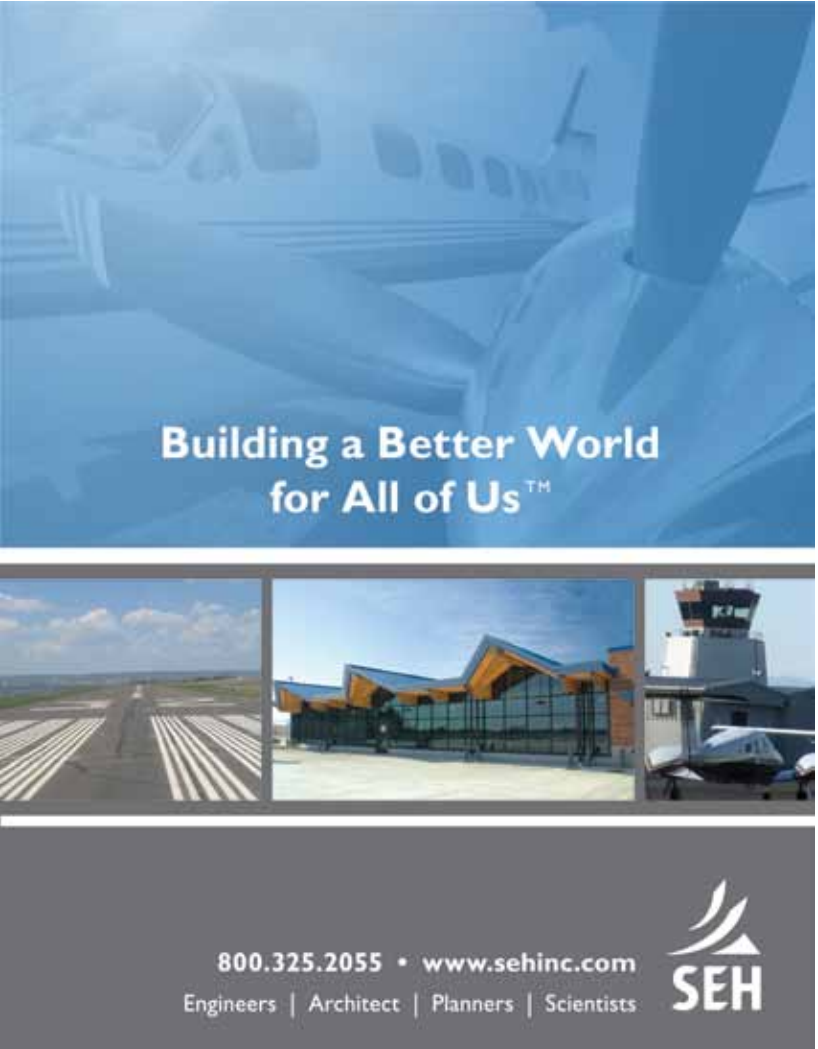
McKinney started out in the fuel business delivering heating oil in the winter, painting curbs at gas stations in the summer, and delivering tires, batteries and motor oil year-

round because Best Oil Company was more of a service station in the early years. He even took his turn driving semi.

"You wear many different hats in this business, and because of all of the things I did, I think I understand the business better than someone that just comes in and says, 'this looks easy!'" said McKinney.

"I've worked some of our stores...I've worked 7 Eleven stores for awhile...and slowly I ended up spending more of my time working with our wholesale customers and suppliers, and overseeing dispatching and transport operations. My brothers came in later and it fit well to have them involved with our stores. The stores have a lot of detail, and a lot of people, and my brothers are good at what they do. I also look after the trucks and the delivery.

"Every Monday morning, we have a store meeting with our supervisors, and on Tuesday mornings, we have an oil company meeting. The meetings are not long, but it is a time when everyone gets together for discussions on issues at each operation."



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The Lindholm Service Station in Cloquet, Minnesota, was designed by famed architect, Frank Lloyd Wright.
Photo Courtesy of Lisa Bauman, The Pine Journal.

The Gas Station Designed By Frank Lloyd Wright

Best Oil Company owns a gas station in Cloquet that was designed by famed architect, Frank Lloyd Wright, and built over 50 years ago. In fact, the "Lindholm Service Station," named after John McKinney's grandfather, has the distinction of being the only gas station ever built that was designed by Wright. The service station incorporates many of the same traits as the homes and office buildings Wright is more known for.

The service station has a unique

triangular canopy that covers two gas pumps and creates an arrow, which directs people's eyes across the street toward the St. Louis River. This was subliminal. It was Wright's way of connecting the past with the present, with river traffic to vehicular traffic.

The original sign for the station is on top of that canopy. It's a rocket-like spire, which now displays Wright's name in his honor.

Lindholm hired Wright to build the service station a few years after he designed and built his home. One of John McKinney's brothers now lives in that home.

"I think Wright probably pushed it, too, is what I'm hearing," said McKinney. "Once the house was built, Wright encouraged my grandfather to build the station. In those days, the average two-bay station would cost \$5,000. This gas station cost \$20,000, copper roof and all."

Wright sent his apprentice, Robert Pond, now 81, to oversee the building of the Lindholm Service Station because of the unusual angles.

Best Oil Company got into supplying more airports with fuel in part because John McKinney has always been fascinated with flying and took flying lessons years ago and soloed. But demands of the business and other interests have kept him from completing his training. Meanwhile, he takes every opportunity to fly or fly in general aviation aircraft.

Such was the case in 2009 when he was invited to spend a few days at Jeno Paulucci's fishing camp in Canada. Paulucci was the founder of Jeno's Pizza Corporation and Chun King in Duluth, Minnesota. The company operated two Beech 18s and a Caravan on amphibious floats until Paulucci died last year and the camp was sold.

For additional information about Best Oil Company, contact John McKinney at 1-800-524-4666.

Best Oil Company is a proud member of the National Business Aviation Association (NBAA) and a distributor for Phillips 66. □

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Major Investment At Outagamie County Regional Airport

Over \$6 Million in grant funding will create jobs, develop infrastructure

APPLETON, WIS. – Outagamie County Executive Thomas Nelson joined U.S. Representative Reid Ribble, June 18, 2012, to announce grant funding awarded by the Federal Aviation Administration (FAA) of roughly \$6 million for infrastructure development at Outagamie County Regional Airport. The federal funding will cover 90 percent of project costs, while the state and county will each contribute 5 percent.

The funding will be used to make improvements to Runway 12/30 and two taxiways. In addition, the final section of the airport perimeter road will be constructed. Improvements will begin in early August and will be complete before winter.

The project is also utilizing



(L/R) Outagamie County Executive Thomas Nelson, Outagamie County Regional Airport Director Marty Lenss, and at the podium is U.S. Representative Reid Ribble.

a sustainable approach, with the excavated material being recycled as base material on the other airport projects.

“This approach cuts down on transportation and material costs, positively impacting the bottom line, as well as the environmental impact of the

project,” commented airport director, Marty Lenss.

While they were unable to attend the event on June 18, other members of the congressional delegation conveyed their support for the project.

Congressman Tom Petri, Chairman of the House Aviation Subcommittee, commented, “I am well aware of the importance of the Outagamie airport in keeping the Fox Cities well connected

to the rest of the country and the world beyond it. The ability to travel easily is one of the factors that makes the Fox Valley such a great place to live and do business, so I am pleased that the airport has been successful in getting these federal funds to help support the airport’s infrastructure.” □

Branson Airport Hires FBO & Airline Services Manager

BRANSON, MO. – The Branson Airport, the first privately financed and operated commercial service airport in the U.S., has hired Sharon Morris as the airport’s fixed base operator and airline services manager. Morris comes to Branson after having served as operations manager at Signature Flight

Support in Boston, Mass. for the past 7 years. As FBO and Airline Services Manager of the Branson Airport, Morris will be responsible for managing fueling services, airline ticketing, airline ground handling, aircraft and airline maintenance, and all hangar facilities. □

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Maverick Is Now In Town!

SIOUX FALLS, S.D. - For the first time since the mid-1990s, a second fueling option is available at Sioux Falls Regional Airport. The new operation, Maverick Air Center, is located on the west side of the airport. Bruce Goodwin is vice president and founder of the company, and said that it took 3 years to put the operation together. Goodwin worked at Business Aviation at the airport for almost 14 years as director of fuel and line service before leaving that position in 2007. In October 2011, the airport authority board approved \$1.6 million for the construction of the Maverick facility. Maverick is leasing the space from the airport. Landmark Aviation now owns what was once Business Aviation. □

Wisconsin Aviation, Inc. Best Air Charter Company



Wisconsin Corporate Report named Wisconsin Aviation, Inc. "Best Air Charter Company" in its Best of Wisconsin Business Award Program on June 8, 2012. Ruth Burgess, lead charter coordinator, is holding the plaque. (L/R) Jeff Baum, President and CEO, with charter department staff members Betty Peterson, Ruth Burgess, Cara Terrell and Grant Goetsch, Vice President of Flight Operations.

Photo by Don Winkler

Minnesota Seaplane Pilots Safety Seminar & Fly-In



BRainerd, MINN. - Seaplane pilots from throughout Minnesota and neighboring states attended the 2012 Minnesota Seaplane Pilots Safety Seminar & Fly-In, May 4-6 at Madden's Resort in Brainerd, Minnesota. Many seaplane owners parked their planes right outside their cabins during the event. The seminar was co-sponsored by the MnDOT Office of Aeronautics and the Minnesota Seaplane Pilots Association. (www.mnseaplanes.org)

Phil Mattison Photo



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The First 20 Years Of Thunder On The Lakeshore Celebrated!

by Geoff Sobering



A U.S. Air Force "Heritage Flight" featuring an F-16 Falcon and a P-38 Lightning was among the routines at "Thunder On The Lakeshore," Manitowoc County Regional Airport, Manitowoc, Wisconsin.

Photo by Geoff Sobering

The "Best of the First 20 Years" was the theme for this year's "Thunder on the Lakeshore" air show at Manitowoc County Regional Airport, Manitowoc, Wisconsin. "Best" was certainly a good description of the lineup, which included three national showmanship award recipients: Stock Stearman pilot, John Mohr; Dave Dacy Airshows; and the AeroShell Aerobatic Team.

Mohr flew in the first show 20 years ago, and has participated in every one since, except for one year that his airline "day job" kept him away. Dave Dacy Airshows has been an integral part of "Thunder" for many years. This year the air show troupe featured announcer Phil Dacy, airboss Scott Duck, sound wizard Claude Spears, pilot Dave Dacy with his Super Stearman, and wingwalker Tony Kazian.

The 20th anniversary show brought the return of the "Hoppers" four-ship L-39 formation team. Rounding out the jet performers was Fowler Cary in his T-33 painted in U.S. Air Force Thunderbirds team colors. Cary is another stalwart regular at "Thunder," missing only one show when his plane was down for repairs.

A couple of regulars missed the 20th anniversary party. Long-time airboss Wayne Boggs is running the Navy's "Celebration of the War of 1812" series of shows, and one of them happened to be on the same weekend as "Thunder." Boggs' involvement with the Manitowoc show is another indication of the show's stature in the air show entertainment

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

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industry. He is one of the regular air bosses at Oshkosh each year.

"Thunder on the Lakeshore" has evolved a very successful formula over the years. They have a great set of "regulars" who form the foundation of the show. Every year they book a number of other performers to fill out the lineup, along with at least one nationally known "headline" act. This format gives the show a familiar feel, without being boring.

As with most air shows this year, the lineup was missing the usual Air Force tactical demonstration team due to Pentagon budget cuts. Luckily, the U.S.

Air Force "Heritage Flight" formation featuring an F-16 Falcon and the P-38 Lightning "Ruff Stuff" flown by Kevin Eldridge, was available.

The U.S. Navy has not curtailed its demo program and sent an F/A-18 Super Hornet from the VFA-106 "Hornet East" demo team.

The "Best of the First 20 Years" theme brought a number of other performers back to Manitowoc: John Klatt with the new "Air National Guard" MX-S, Bob Davis and his SU-29, the Darnell family's "Flash Fire" jet truck (this year, Chris Darnell was driving), the Aeroshell Aerobatic Team,

the sailplane aerobatics of Manfred Radius, and Jim "Fang" Maroney with his Super-Chipmunk.

Jim Leavelle is a newcomer to "Thunder," and the air show circuit. He flies a beautiful dark-blue SNJ with a great smoke system. Leavelle keeps the plane right in front of the crowd.

Producing the show is Curt Drumm of Lakeshore Aviation in Manitowoc.

With a successful 2012 show completed, I'm sure the organizers are already working on putting together the first show of the "second twenty years." I know where I'll be the first weekend in June! □

Minnesota Air Spectacular 2012



The U.S. Navy Blue Angels were the headline act at the "Minnesota Air Spectacular" in Mankato, Minnesota.

MANKATO, MINN. – Mankato's "Minnesota Air Spectacular," June 9-10, 2012, at Mankato Regional Airport, had great weather, over 35,000 spectators, and some of the most talented performers in the world, including the U.S. Navy Blue Angels, AeroShell Aerobatic Team, U.S. Army Black Daggers Parachute Team, Julie Clark and her Smokin T-34 Mentor, Dave Dacy with wingwalker Tony Kazian, John Mohr and his Stock Stearman, Otto the Helicopter, and Sean D. Tucker and his Oracle Biplane.

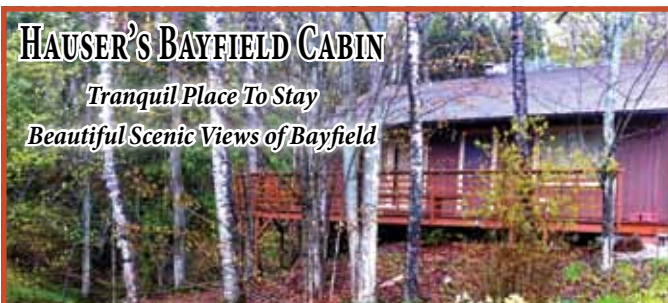
The show would not have been possible without the support of sponsors, volunteers, exhibitors, vendors and of course, the fans, said event organizers. It was also a time to reunite with old friends. Among the special guests at the show were Jerry and Margaret Van Kempen of Alexandria, Minnesota. Jerry Van Kempen was the voice of the "Red Baron Pizza Squadron" before the team disbanded nearly a decade ago.

Plans are to make the Mankato show an annual event. For additional information visit www.MnAirSpectacular.com. □

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The Hoppers Jet Demonstration Team flying L-39s.



The GA ramp at Volk Field ANGB, Camp Douglas, Wis.



Airshow performer Darrel Massman was eager to sign autographs next to his Panz S-330.

GA Arrival Procedures To Volk Field To Be Improved For 2014 Fly-In

CAMP DOUGLAS, WIS. — One event a lot of pilots look forward to every other year is the Volk Field Air National Guard Base Open House Fly-In & Air Show held this year on Saturday, June 2, 2012 at Camp Douglas, Wisconsin. The fly-in is an opportunity to land at a first-class military installation and see our armed forces' front line fighters, bombers and transports up close in hopes of avoiding them in the air, and to meet the highly trained pilots that fly them. It is also an opportunity for the U.S. Air Force to dialogue with pilots concerning airspace restrictions, and to promote pilot education and safety. But pilots who flew in faced more obstacles this year than in the past.

First, pilots had to pre-register

online at least one week in advance. For many pilots, by the time they learned that a fly-in was going to be held, it was too late to register.

Second, the base opened for car arrivals beginning at 6:30 AM, but the airfield did not open for aircraft arrivals until 9:00 AM because of a 5K race being held on the runway from 7:30 to 8:30 AM. Pilot seminars sponsored by the Wisconsin Bureau of Aeronautics began at 10:30 AM. Considering that it took at least 20 minutes to get to the building on base where the pilot seminars were held, that allowed the pilots and passengers of only 8 of the 44 aircraft that were pre-registered to land to attend the morning seminars. The other 36 aircraft were spread out

throughout the day, with the exception of 1 hour from 12:30 to 1:30 PM, when the airport was closed for the air show. If a pilot could not arrive before the air show, they most likely opted not to attend.

The largest fly-in in the world, EAA AirVenture in Oshkosh, Wisconsin, accepts arrivals on a first-come, first-serve basis, and deals with thousands of arrivals and departures for an entire week. Also, thousands of fly-ins are held each year at uncontrolled airports, without incident, thanks to good air-to-air communications between pilots. There are also miles of roadways on the base where the Volk Field 5K run could be held, other than on a runway needed for fly-in aircraft arrivals.

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Event organizer, Major Christopher Hansen – a GA pilot himself – now realizes that the 10-minute time slots slowed traffic and delayed activities, as did the 5K run on the runway, and pledges to work to resolve those conflicts in 2014.

Hansen, and SMSgt Wayne “Buck” Reynolds, the air traffic manager at Volk, indicated that they definitely want to keep improving their ability to get all guests on to the base and make it worth their while.

“We will look at the arrival timeslots to see if we can shorten the time between them,” said Hansen, “but we will still have to use them as a way to register and meter our GA guests into the military airfield. We don’t want people getting stuck on extended vectors. That being said, we will try to extend some flexibility into our process to accommodate more (arrivals) during the fly-in, but the military does require an extra amount of work to land civilian registered aircraft. SMSgt Reynolds and

I will take this issue up to see if we can get it even more user-friendly, while still accommodating military requirements.”

About 3,000 people attended the open house, which was down from past years.

Air show performers included the Hoppers Jet Demonstration Team flying L-39s, Darrel Massman flying a Panz S-330, Bill Cowden and his Yak-52, and the B-25 “Miss Mitchell” from the Southern Minnesota Wing of the Commemorative Air Force. □



The 82nd Airborne All-American Free Fall Demonstration Team land as the National Anthem was played.

Eagles Soar At Eagle River Fly-In & Airshow

by Rob Hom

EAGLE RIVER, WIS. – The 22nd Annual Eagle River Fly-In & Airshow at Eagle River Union Airport, June 16, 2012, was a resounding success! Well over a thousand spectators lined the ramp on a delightful Saturday afternoon to take in the performances of some skilled aviators and nimble aircraft.

Traditionally, the Eagle River event has been held on Father’s Day. However, after experiencing a total washout in 2011, the event committee moved this year’s show to Saturday, June 16, 2012, to allow for a rain date on Sunday if necessary. In addition, Friday evening activities were added to the lineup. The Big Lake Fish Boil Co. provided a traditional Wisconsin Fish Boil with all the fixings. A hangar dance



The Trojan Horsemen take flight in their T-28 Trojans.

was also held with music provided by the Wisconsin River Band. Attendees to these events were treated to a spectacular evening airshow, as the show box was opened for the performers for a practice session.

Saturday morning the weather dawned with clear skies and calm winds, perfect for the little guys... taildraggers and ultralights arrived for the usual pancake breakfast. There were aircraft of all types on display, from Cubs to a Falcon 900, but the hands down spectator favorite was the de Havilland DHC-2 Beaver on amphibious floats. The Sky Baron Radio Control Club was also on hand, providing the crowds with aerobatic displays on a somewhat smaller scale.

The formal airshow started just before noon when the Cessna 182 jump platform from Skydive Wisconsin departed with two jumpers from the 82nd Airborne All-American Free Fall Demonstration Team from Fort Bragg, North Carolina on board. The team climbed to an altitude of 5,000 feet

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

AGL where they exited the aircraft and deployed red smoke canisters for a relatively short freefall display. At about 3,000 feet AGL with chutes deployed, the team unfurled a huge American flag banner. Maddie Consor sang the National Anthem as the team floated gently to the drop zone, bringing a misty eye to more than a few of the assembled crowd, especially the veterans in attendance.

The 82nd Airborne was invited and sponsored by James Gardner of Eagle River. Gardner is a veteran of the 82nd, and served his country as part of the unit in the late 1950s. The jumpers touched down to a rousing applause from the appreciative audience. Sergeant First Class Derrick Fischer said that of all the demonstrations and airshows he had participated in, "the Eagle River community was the friendliest, most welcoming, appreciative and easiest to talk with"and they want to come back next year!

Next up was Bill Cowden and his red, white and blue Yak-55. Cowden thrilled the crowd with his aerobatic performance, keeping his aircraft center stage in the show box. He filled the sky with smoke, outlining his trail through the air. Cowden is the consummate showman. After his performance he walked the show line, signing autographs for the kids, bringing big smiles to all.

And then came the noise. It is hard to beat the sound of four very large radial engines rumbling as the Trojan Horsemen took to the sky. With a formation take-off, the T-28s roared into the air, impressing the crowd with precise formation flying and just plane-old round engine noise!

Ralph "SkyDoc" Glasser was the solo aerobatic performer for the group. In between the fly-bys, Doc's T-28 twisted and turned to the delight of the crowd. The group also saluted the assembled veterans with a missing man formation to end their demonstration.

As the T-28s rolled out onto the taxiway for the much appreciated crowd pass, Darrel Massman took to the air in his Panzl-330. The Panzl is quite the hot-rod looking aircraft. Even when it is sitting on the ramp, the Panzl looks like it is chomping the bit, ready to bolt into the sky. Wild aerobatics is pretty much all you can say when you see Massman's performance. If you have ever seen an aircraft tumble, looking quite literally out of control, then you will appreciate the skill and talent it takes to do it on purpose! Not just once, but time

and again. The spectators oohed and awwed throughout the whole performance. Even the weather gods seemed to be impressed and held back, dusting the crowd with a slight sprinkle as the last aerobat graced the earth with his wheels at

the very end of the show.

The airshow and fly-in would not have been possible without a great crew on the organizing committee, generous sponsors, the airport staff and the multitude of volunteers that gave tirelessly of their time on a Father's Day weekend. It was definitely a team effort and definitely a fun time for all, and we look



Bill Cowden takes his bows following his performance in his Yak-55.

forward to doing it again next year!

EDITOR'S NOTE: Rob Hom is airport manager at Eagle River Union Airport. □



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Iowa County Airport Fly-In Breakfast Welcomed Veteran & Future Aviators

MINERAL POINT, WIS. – Kevin King, airport manager, greeted each and every pilot as they arrived at Iowa County Airport in Mineral Point, Wis., for the airport's annual Father's Day Fly-In Breakfast, June 17, 2012.

One of those pilots was Jeff Sedlock of La Crosse, Wisconsin, who flew in with his new RV-9A, which he built with Paul Irlbeck of Waubesa, Minnesota.

Sunny Martin of RC Avionics at Anoka County Airport in Blaine, Minnesota, installed the avionics in Sedlock's RV-9A, which features an Advanced Avionics Primary Flight Display with two 11-inch monitors, GTX 327 transponder, and a Garmin 430 navcom. RC Avionics also powder coated the instrument panel. Martin is an AOPA Airport Support Network volunteer and lives in Rochester, Minnesota.

Airplane rides were aplenty, as were EAA Young Eagles orientation flights.



Rod Kindschi of Verona, Wisconsin, gave his 133rd EAA Young Eagles flight to Makenna Ferrell of Mineral Point, Wis., in his 100 hp Sting Sport Light Sport Aircraft.

Rod Kindschi of Verona, Wisconsin, gave his 133rd EAA Young Eagles flight to Makenna Ferrell, 8, of Mineral Point, Wisconsin. Ferrell's uncle is a pilot with Sun Country Airlines in Minneapolis, Minn. Kindschi was flying a 100 hp Sting Sport Light Sport Aircraft.

Iowa County Airport is expanding once again with another group of hangars being plotted out for construction. The airport offers hangar leases, aircraft maintenance, two paved runways – 3600 and 5000 feet, GPS and NDB approaches, AWOS and a GCO, and 24-hour self-service fuel with both 100LL and Jet A. □



Iowa County Airport Manager, Kevin King, greets Jeff Sedlock of La Crosse, Wis., who flew to the fly-in breakfast in his new RV-9A.



The instrument panel on Jeff Sedlock's RV-9A.

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A photograph of a yellow floatplane on a body of water. The floatplane is a high-wing aircraft with a single engine and a tail boom. It is floating on the water, and there are other smaller boats visible in the background.

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A Lockheed T-33 Shooting Star on display at the Aviation Heritage Center of Wisconsin, Sheboygan County Memorial Airport, Sheboygan Falls, Wis.



A dad does what dads do...helps his son to see inside a 1929 Spartan-C-3 biplane.




1929 Spartan-C-3 biplane, "Tempus Fugit II."

SHEBOYGAN FALLS, WIS. – The Aviation Heritage Center of Wisconsin held its "wheels and wings" annual fly-in breakfast and root beer float extravaganza, Sunday, June 17, 2012 at Sheboygan County Memorial Airport. The event was very well attended with a crowd estimated at 20,000. Vintage aircraft, vintage cars and vintage farm tractors were the attraction, and root beer floats and strawberry sundaes were the dessert. EAA Chapter 766 hosted the event.


The Aviation Heritage Center of Wisconsin is a unique environment where visitors can experience the world of aviation. From educational and community programs and events to an aviation museum, library and laboratory, the facility represents all things aviation.

The Aviation Heritage Center began with the dream of a group of Sheboygan

County EAA Chapter 766 members who wanted to have a place to share their passion with the community. The building opened in June 2005 and was funded by generous private donors who shared the vision to create a place for people of all levels of interest to experience the world of flight. It is their hope by providing the opportunity for local youth to come explore and learn about aviation "hands on," that they will plant the seed for future pilots, scientists and engineers.

For additional information, visit their website: www.ahcw.org. 

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Max Schoeing of St. Louis, Missouri, sat behind the controls of his grandfather's 1960 Piper PA18 Super Cub. Max is the grandson of Dee and Pat Welch of Phillips, Wisconsin.



Herb Zimmers flew his Mooney Ovation to Price County Airport from Milwaukee-Timmerman Airport, Milwaukee, Wis.



Brian Ernst has been appointed airport manager at Price County Airport, Phillips, Wisconsin. Former airport manager, Chris Hallstrand, has been named operations manager at Wittman Regional Airport in Oshkosh, Wisconsin.

Harbor View Pub & Eatery Float-In / Fly-In Breakfast Buffet

PHILLIPS, WIS. – Duane and Bonny Grube, owners of Harbor View Pub & Eatery on Long Lake, across the road from Price County Airport in Phillips, Wisconsin, hosted a Float-In / Fly-In Breakfast Buffet, Saturday, July 7, 2012, and we do mean hosted. Pilots-in-command were treated to a first-class brunch at no charge!

Pilots flew or drove in from as far away as Milwaukee, Wisconsin; Ft. Wayne, Indiana; and Mauston, Wisconsin. Local pilots also attended just to dine, visit and enjoy the scenery overlooking beautiful Long Lake from the back deck at the Harbor View restaurant. Aircraft could land at Price County Airport or on floats on Long Lake. Docking was available for seaplanes right at Harbor View Pub & Eatery.

Normally, Harbor View Pub & Eatery is open daily from 10:30 am, but for this special event, the restaurant started serving at 8:30 am.

Live music was featured that evening at Harbor View's "Lake, Rattle & Roll."

Brunch is served at Harbor View each Sunday morning. Lunch and dinner is available seven days a week.

For additional information and group reservations, contact Duane Grube at 715-339-2626. □

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The First Lady of Cessna, Velma Wallace, Dies

WICHITA, KAN. – Philanthropist Velma Wallace, 95, wife of the late Dwayne L. Wallace who guided Cessna Aircraft Company for more than 40 years, died July 8, 2012. Wallace represented the last of Wichita's early aviation pioneer families.

Wallace was born Velma Lunt on May 16, 1917 and grew up on her parents' dairy farm in what is now north Wichita. She was active in 4-H and would tell people the farm youth organization helped shape her, teaching her basic public speaking, organization and record-keeping skills. She was a graduate of North High School and Wichita Business College.

In 1937, Wallace applied for a job at a tiny aviation company struggling through the Depression, Cessna Aircraft Co. She was hired as the executive secretary for Dwayne Wallace. His uncle, Clyde Cessna, founded the company. And when it went into bankruptcy, the two Wallace brothers, Dwayne and Dwight, along with Velma Lunt, worked to build the company back up.

A courtship began between Miss Lunt and Dwayne Wallace. They married in 1941 and had four daughters. Velma Wallace learned to fly and obtained both single and multi-engine ratings.

Dwayne Wallace led Cessna from its infancy in 1934 through 1975. He died in 1989.

A year out of the University of Wichita, with an



aeronautical engineering degree and brief experience working for Walter Beech, Wallace persuaded his uncle to reorganize Cessna and make him general manager in 1934 at the age of 23. Two years later Clyde Cessna retired and Wallace became president, a post he held until 1964 when he became chairman. He retired in 1975, but continued to serve on the board until 1983. He picked Russ Meyer to be his successor. □

Welcome Home Harry!

by Stan Ross

Sometimes the thing we want most is out of our reach for what seems like an eternity. For thousands of American families, veterans lost in distant battles remain where they fell. Lost. Alone. Often, forgotten by the nation they served. Thousands of miles away from home. Lost for so long, many or all of their direct family now gone. Waiting for homecomings that do not happen before it's too late.

For the family of one veteran, the incredible, unbearable wait finally ended in Minneapolis this summer. After his demise nearly seven decades ago in the crash of a WWII Navy aircraft on a distant South Pacific island, RM1 Harry Scribner was finally laid to rest in Minneapolis, 29 June 2012.

Recovered from his crash site on the South Pacific island of Vanuatu in 1999, positive identification, location of next-of-kin, and preparation for return to his family took another 13 long years. Most of the family gathered for Scribner's interment had never met him, but joined to pay their respects to this naval aviator who had lain where



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AUGUST/SEPTEMBER 2012 MIDWEST FLYER MAGAZINE 41

he fell for so very long.

Vanuatu was known then as the island of Espiritu Santo. Located in the vast expanse of the Pacific Ocean, this strategic outpost was a remote and rugged base of naval operations in the horrific conflict, which claimed so many lives. Thousands of young Americans served under trying conditions and Harry Scribner was among them. Reports indicate the fateful mission the crew undertook was a "routine calibration flight" on a TBF-1 Avenger. Routine, that is until fate intervened. One survivor struggled for 16 days before being rescued from the remote jungles of this distant

island. Despite his help, the rescuers were not able to locate the crash site, sealing Scribner's fate for the next seven decades.

Seven decades is a long time to wait...a long time to hope...a long time to remember. A very long time for Harry's parents and family to hold out hope of finally bringing him home. Their anguish would outlast them and many others in the Scribner family.

When Harry was laid to rest this summer at Ft. Snelling National Cemetery, 10 members of his extended family, and a disciplined, and well-practiced group representing the entire United States Navy accompanied him.

Most had never met Harry Scribner, but here they were.

In a moving tribute, the detail performed an intricate flag ceremony as the bugler played taps amid the sharp report of the rifle squad's 21-gun salute. The roar of jets in this powerful and long awaited homecoming accentuated the chaplain's touching recitation of solemn readings for a fallen aviator. To this we should all join in to add, welcome home, Harry!

EDITOR'S NOTE: There are still tens of thousands of American military members who to this day remain missing in action. Remember them. Honor them. Bring them home. □

UCM Grad Goes With Aero Charter

ST. LOUIS – Aero Charter, the charter, fixed base operator and aircraft support service company based at Spirit of St. Louis Airport, Chesterfield, Mo. (KSUS), has hired Dustin Stephenson as a charter pilot. Stephenson earned his Bachelor of Science in aviation technology from the University of



Dustin Stephenson

Central Missouri (UCM). During his last year at UCM, he worked as an instructor. He then went on to work as a charter pilot for a charter company in Kansas City,

Mo. for five years.

Stephenson was a safety representative for the FAA safety team in Kansas City. He holds membership in EAA and AOPA.

Aero Charter provides charter throughout the United States, Canada, Mexico, the Caribbean and South America. □

More Reorganization At Sun 'n Fun

LAKELAND, FLA. – SUN 'n FUN Fly-In, Inc., has consolidated all operations and staff - including the Florida Air Museum (FAM) - under the auspices of SUN 'n FUN and its President and CEO, John "Lites" Leenhouts. While FAM will retain its 501(c)3 status for development



John Burton

and fundraising purposes, the day-to-day operations will be absorbed into the SUN 'n FUN organization. The new structure eliminates the need for two

presidents. As a result, FAM President John Burton has announced he will be stepping down as part of the transition process. Burton led the two organizations since 1999, and was vice president of communications with the Experimental Aircraft Association (EAA) in Oshkosh, Wisconsin, prior to that. □

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George Carpenter, Age 86, With A New Lease On Life... Might Finish That Fly Baby After All

by Ed Leineweber

It's been a long, productive and interesting life, filled with twists and turns along the way, like most. But for George S. Carpenter, Spring 2012 brought the possibility of new beginnings, and a chance to take care of unfinished business. You see, George just came through heart surgery that he went into with a 50-50 chance of surviving. Feeling much better now, thank you, George is ready for action. That beautiful, nearly complete Bowers Fly Baby he had to quit work on five years ago after his most recent heart attack might be seen in the skies over Southwest Wisconsin after all.

Originally from New England, George's first exposure to aviation was not a positive experience. As a young boy of 11, George lived in Natic, Rhode Island. On May 6, 1937, he was out in the yard playing. His mother, listening to the Atwater Kent 5-band short wave radio, received news coverage of the arrival of the German passenger airship, *LZ129 Hindenburg*, at the Lakehurst, New Jersey, airship aerodrome. From these news reports, George knew the Hindenburg was headed his way.

Then it was there, 300 feet above the ground, landing ropes hanging free in anticipation of mooring, Swastikas emblazoned on its tail; it was an awesome sight for the young boy to behold. He knew that the guy who sent it over was a bum, but he couldn't help being impressed by the huge, floating behemoth.

Soon after the Hindenburg sailed out of sight, the news coverage turned to horrified descriptions of disaster at the mooring mast. "The Hindenburg



While justifiably proud of his nearly complete Bowers Fly Baby, George Carpenter is especially enthusiastic about the Corvair engine conversion he and his sons developed. It, too, is almost ready to go.

has caught fire; it's burning, crashing!" exclaimed the correspondent, as the scene of indescribable death and destruction unfolded before him. George Carpenter has never forgotten his experiences of that dreadful day in his young life, but May 6, 1937, was not to be the last day the fate of the



For many years George Carpenter made his living overhauling Volvo engines for Madison, Wisconsin-area customers. Pictured here is his 544 Sport model, which George thinks he might drive out west sometime soon.

Hindenburg intersected his own.

Fast forward to 1947. By then George was married to Arline, had worked as an apprentice mechanic at the Quonset Point Naval Air Station in Rhode Island, and had finished a stint with the U.S. Army Air Corps. One

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day on his way past the New Haven, Connecticut, Municipal Airport, George noticed a Viking Flying Boat Company Kitty Hawk B8 biplane pushed off to the side, half covered by a tarpaulin. It was orange and black, and looked like it was ready for the scrap heap. Before the day was out, George bought that aircraft, including the parts that had been removed and were scattered all around the airport, for the junk price of \$250. Shortly thereafter he and his friends hauled the whole works in the back of a barrel truck the 80 miles to his home airport in Coventry, Rhode Island.

The Kitty Hawk B8, N13250, was a 1933 model. It sported a Kinner B-5 125 hp 5-cylinder radial engine, and had two seats – one in front that accommodated two passengers, and one in the back, the pilot's. Soon, with help from friends and old salts, and lots of work on his own, George had the Kitty Hawk flying.



George Carpenter found the almost-junk 1933 Viking Flying Boat Company Kitty Hawk B8 half hidden under a tarp at the New Haven Airport in 1947, and restored it to flying status. Years later, N13250 found a permanent home in the New England Air Museum, Windsor Locks, Connecticut. George, his wife, Arline, and a nephew visited his venerable old biplane about 10 years ago.

George logged many happy flying hours in the old biplane before selling it to a friend a couple of years later. But before he and N13250 parted ways, George learned a fascinating and almost eerie fact from the aircraft's flight logs: on May 6, 1937, as 11-year-old George was transfixed by the reports coming from the Atwater Kent, and starrng up in wonder at the mammoth German blimp, this same Kitty Hawk was also in the skies overhead, serving as the photo plane documenting the arrival at Lakehurst of LZ129 *Hindenburg*.

Nor was this encounter with fate the last he and his Kitty Hawk were to share. George and Arline moved to Sauk County, Wisconsin, in 1948, where she was born and raised, both wishing to escape the East Coast for the quieter life of rural Wisconsin. About a year later they stopped at a root beer stand for refreshments. George noticed that the car behind them had a Rhode Island license plate, the state from which they recently moved. Thinking this an unusual coincidence, George approached the fellow driving, only to find that it was the very person to whom he had sold the Kitty Hawk! In the process of relocating to California, George's buyer had sold the Kitty Hawk to another lucky pilot.

But this was not to be George's last meeting with N13250. Many years later the venerable biplane was to find

a permanent home on display at the New England Air Museum, in Windsor Locks, Connecticut, where you can see it to this day. <http://www.airport-data.com/aircraft/N13250.html> About eight years ago George, Arline and his nephew visited his old friend at the museum.

Over the years George Carpenter has owned and flown many other airplanes, including an Aeronca 7AC, which he bought brand new, a Taylorcraft BC12D, a Luscombe 8A, a Piper Colt and a Piper J4E Cub Coupe, among others. He developed a landing strip on his own property and also shared a small strip with friends along the banks of the Wisconsin River. Most of his flying was relatively uneventful, except for a couple of memorable events. One was a forced landing in a Fleet biplane, which was being ferried in from Canada. The Fleet's Kinner radial engine quit over Willimantic, Connecticut, but was successfully landed in a field.

George was sent to fly the Fleet the rest of the way to its destination. Shortly after takeoff, the Kinner quit again, this time over rocky, forested terrain, and a second forced landing ensued. George landed on a logging road and was able to walk away from the wreckage uninjured, having followed the age-old advice to aim between two trees so the impact forces would be reduced, and the aircraft slowed, as the wings sheared off. (I've often heard that bit of advice myself, but never encountered anybody who actually made it work!)

In the years after moving to Wisconsin, George and Arline raised a family of six children, and are now blessed with grand- and great-grand kids as well. During his work years before his retirement in 1981, George worked as a union carpenter, including a stint at Badger Ordnance during the Korean War. Later he ran two successful small businesses, one a small construction company and the second, an engine overhaul shop specializing in Volvo cars. He backed off from flying for a while, during which time he got

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After 65 years of marriage, Arline and George Carpenter enjoy the quiet of their rural Sauk County home, which George built himself. After George's risky but successful heart surgery, the Carpenters are looking forward to many more years together.

heavily into the American Stockcar Association racing scene, calling upon his own automotive and metal-working skills, and those of his sons, Roger and Neal.

George was an early member of the Experimental Aircraft Association and attended the fly-ins at Hales Corners and Rockford, before the move to Oshkosh. He remembers well Peter Bowers, and the 1962 EAA design contest that Bowers won with his iconic Fly Baby, a wooden structure, fabric covered, open cockpit, folding-wing, monoplane design. George bought the plans from Pete shortly after they came

out, and always intended to build a Fly Baby for himself.

The opportunity presented itself following his retirement, and George hit it hard, building up a beautifully crafted airframe with many innovations of his own design, which he believes improves the finished product considerably. George was well on his way to completion when a series

of heart attacks began to take him down. The last one, which struck in 2008, nearly finished him off. He hasn't worked on his project since then. But things might be changing soon.

When I learned of George's unfinished Fly Baby project recently, and tracked it down in his shop west of Sauk City, we didn't think he would be able to walk from his house to his shop out back. He did make it, however, and we talked and struck up a friendship. George shared some of the details of his medical situation, and his desire to be accepted for a very risky heart valve replacement surgery. Only the sixth

patient to undergo this procedure in Wisconsin, he viewed this as his only chance.

Despite his age, George was deemed an acceptable candidate for the procedure, which was performed in April at the University of Wisconsin Hospital in Madison. I think the doctors realized that George still possessed a zest for life, and was determined to survive, if given the chance. When I visited George at the hospital a couple of days after the procedure, it was readily apparent they made a good decision, betting on George. Now, with his new lease on life, George Carpenter is ready for life's next challenge or adventure. He talks of driving his beautifully restored Volvo 544 Sport out west, maybe to see the Rockies again.

And then there is the Fly Baby, still out in the shop, so near completion. Maybe George Carpenter will finally get to finish that beautiful manifestation of his skill, enthusiasm and sense of adventure. Who knows, maybe he will even captain his own ship again someday, and drop in at a local fly-in near you. Don't count George Carpenter out! □

Professional Wingwalker Takes Flight At Six Flags Great America

GURNEE, ILL. – "X Flight," an extreme, revolutionary wing coaster, is now open at Six Flags Great America. While many compare X Flight to riding on the wings of an airplane, wingwalker Tony Kazian, with Dave Dacy Airshows, attests to its legitimacy.

Kazian has been a professional wingwalker for 18 years. He spends his days performing stunts with no parachute, no ropes and no cables 1,000 feet off the ground, on the wings of a Boeing Super Stearman Biplane, piloted by Dave Dacy. However this time, Kazian stepped off the plane and on to X Flight at Six Flags Great America to compare the two thrill rides.

The X Flight amusement ride launches riders on a flight that defies

gravity, with no track above or below them. Riders sit in pairs, suspended on either side of the track with their feet dangling, as they begin their climb up a 12-story plunge launching them into speeds of 55 mph through 3,000 feet of intense drops and five inversions, including a barrel roll and zero-g roll.

"This ride is the closest experience

I've found on a roller coaster to being on the outside of an airplane," said Kazian. "It really feels like an airplane doing a barrel roll! That first wingover that drops down into the first barrel roll is exactly like a chandelle."


Six Flags Great America is located between Chicago and Milwaukee (www.sixflags.com). □

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Mooney Owners Feel Relief From Leaky Fuel Tanks

WILLMAR, MINN. – Owners of Mooney aircraft can now have their leaky fuel tanks repaired with a unique process developed by former Willmar Air Service owner, Bruce Jaeger, and one of his technicians, Paul Beck.

A “weep” is the smallest of four types of leaks that if not repaired can lead to a large leak that renders the plane no longer airworthy. Leaky fuel tanks are not unique to Mooneys, but certain conditions such as leaving the plane in a hot environment, leaving tanks empty or dry, and stress from landings cause older sealant to become less flexible and result in leakage.

Beck and Jaeger began investigating the chemical process in 2000. They found a chemical that worked and



developed the equipment to perform the process. The old sealant in the fuel tank of the aircraft is removed with a chemical stripper that is sprayed into the tank that strips the old sealant down to bare metal. The tank is then washed, dried and resealed.

The process replaces the task of scraping out the old sealant by hand. The task is more difficult because

Mooney fuel tanks are part of the airplane's structure and cannot be removed. Access to the tanks is gained by removing panels from the underside of the wing.

Jaeger sold Willmar Air Service to Brian Negen in 2008, who renamed the company “Maximum Cruise Aviation.” Negen sold the fuel tank repair business to Paul Beck in 2010, which is called “Weep No More.”

Although Mooney aircraft are currently not being built, there are more than 10,000 Mooney airplanes worldwide, including 6,000 in the United States. That means plenty of business for Weep No More. Beck has already expanded to Europe with a maintenance facility in Amsterdam, The Netherlands. □

Newest Flight Instructor At Historic Stanton Airfield

STANTON, MINN. – Stanton Sport Aviation, Inc., owner and operator of Historic Stanton Airfield in Stanton, Minnesota, has appointed John Hall as its newest flight instructor. Hall is formerly a resident of the area, and is available for flight instruction in a wide variety of airplanes.

Hall holds a Commercial Pilot Certificate, Flight Instructor, and Multi-Engine and Instrument ratings. He has several thousand hours of flying

experience as a charter pilot and flight instructor including mountain flying, most recently in Montana. He also flew for a company located in Connecticut, so he is experienced in high-density traffic areas.

“When John lived in the area he was one of our many customers renting the airplanes on a regular basis,” said airport manager, Kent Johnson.

Stanton Airfield is located between Northfield and Cannon Falls, Minnesota, just south of the Minneapolis and St. Paul metropolitan area.

Stanton Sport Aviation provides a full range of aviation services including airplane rental, flight instruction in airplanes and gliders, fuel sales, aircraft maintenance, and aircraft storage.

Stanton Sport Aviation is an authorized sales and service center for the Flight Design line of Light Sport Aircraft, and also specializes in classic tail-wheel instruction and rental.

To learn more about the services provided by Stanton Sport Aviation call 507-645-4030 or visit www.stantonairfield.com. □



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The Importance of Mentoring...

Ordinary Flight For One Pilot, Helped Create Career For Someone Else

by Paul Holte

St. Cloud State University Aviation graduate, Paul Holte, in the cockpit of the Boeing 767 he now flies for a legacy carrier.

The day clearly stands out in my mind as one of those days you never forget. The day you graduate from college, the day you get married, the day your first child is born...those are all memorable moments in life. Like all those life-changing events, the day I went for my first airplane ride was equally as memorable, and equally as life changing.

One warm, summer afternoon, when I was just 13 years old, my dad and I sat in the grass at the local airstrip. Not a big airport. Not even a small airport; just a grass strip with a couple hangars at one end. The kind of place most people wouldn't even recognize as an airport until they had already driven past, wondering why an airplane was sitting out in a field. But this little airstrip was almost magical to some. It was the kind of place that could transport you back in time to the days of aviation's past. Piper Cubs and Cessna 140s spat and sputtered to and from the gas pumps, where pilots

stopping in for a soda pop would pump their own gas. Retired airline pilots roamed the airport grounds, teaching and telling stories to pilot wannabes. The kind of place Charles Lindbergh would have fit in, just as well as the 13-year-old kid from the next town. It was the kind of place where dreams came true, and it was that warm summer afternoon, that my dreams took off.

As my dad and I sat in the grass, watching various small airplanes take-off and land, a college-aged guy walked over to us. The three of us talked about the weather and the other various topics you talk about with strangers. As he was about to walk away, my dad asked, "So, are you a pilot?" "Yeah," he casually responded. "I'm towing gliders." My dad glowed with anticipation: "Do you think my son could ride along with you?" "Sure," he said, looking at me. "Come on over...I'll show you the airplane." My dad gave him \$10, and he gave me a ride that would change my life. Although it was a short flight,

I still remember it to this day. After the glider was off the tow, he let me have my hands on the controls. Although, I probably only "flew" for about 30 seconds, it was the best 30 seconds of my life.

After we landed, I was a new person. As one who never had much passion for school or sports, I had finally found a passion for flying. After a few more rides that summer, I started lessons shortly thereafter. Some days were humbling and frustrating; others were enlightening and breathtaking. If there was one constant, however, it was that I had found a new love. Every time my feet hit the ground, my eyes turned skyward with anticipation of my next adventure in the air. As I progressed through the ratings, becoming an airline pilot never really interested me. When people would ask what kind of career in aviation I wanted, I'd usually say, "I just want to fly airplanes."

As I acquired more and more flying



jobs, it occurred to me that the easiest way to fly airplanes consistently, is



Paul Holte with his father, Dr. John Holte, who paid \$10.00 for his son's first introductory flight.

to work for the airlines. Being that I started so young, I was marketable to regional airlines during my senior year of college. I interviewed and had my pick of four airlines before I donned my cap and gown. When a company based in my hometown offered me a position flying a regional jet, the choice was easy. After nearly six years flying regional jets, and through what could only be a mix-up in some paperwork, I was interviewed and hired by a legacy airline.

Now, as I travel overseas more

often than I travel to the grocery store, I am constantly reminded that this small town kid, who learned how to fly at a grass strip in the Minnesota countryside, has a job that feels more like an IMAX movie than everyday life. As a matter of fact, just the other night, as I looked out the cockpit window of a Boeing 767, the lights of New York twinkling below, I couldn't help but remember that summer afternoon with my dad. If it weren't for him, I wouldn't be sitting where I am today, doing what I love the most, and though a lot has changed through the years, I'm still just a boy who loves flying airplanes.

So, if you find yourself sitting at the local airstrip, don't be afraid to aim skyward, because like they say, if you shoot for the stars, you may just land on the moon. I did.

EDITOR'S NOTE: Paul Holte is an alumnus of St. Cloud State University in Minnesota, which is scheduled for closer because of a shift in administrative priorities. □

Is The SCSU Aviation Department Expensive?

ST. CLOUD, MINN. – Supporters of the St. Cloud State University Aviation Program are taking argument with University President Potter who said, "Accreditors noted the deficiency of the curriculum and, for two years, no progress was made." That's an odd statement to make considering the fact that AABI, the accrediting team, didn't

audit the SCSU Aviation Department until July 2009. That means they didn't examine SCSU's curriculum until that time.

An examination of costs show that SCSU doesn't own a single plane, even though they are not the most expensive equipment students use. The flight simulators might be, but SCSU didn't

pay for the simulators. Student fees paid 90% of the cost of the newest simulator, which cost approximately \$100,000. Likewise, SCSU does not pay for the flight time students buy. SCSU pays for the professors and staff of the Aviation Department and nothing else.

During the 2010-2011 school year, the total amount spent on four fulltime professors and four adjunct professors was \$275,499. That isn't a big investment for SCSU considering the fact that there's a substantial, lengthy worldwide airline pilot shortage. Chancellor Steve Rosenstone once said this: "Changes in workforce needs are coming like a freight train, and we are very quickly going to go from high unemployment to 'Where are the workers?'"

SCSU supporters are wondering, then, why Chancellor Rosenstone has not reversed President Potter's decision to eliminate SCSU's Aviation Department. □

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MFM62

Change Versus Tradition

by Dr. Patrick Mattson
Professor Emeritus Aviation
St. Cloud State University



Patrick Mattson

As I stood looking out the living room window in mid-December, I couldn't help but think we won't have any snow on the ground at Christmas. I thought to myself this can't be because we almost always have snow in West Central Wisconsin during December; heck, just last year, we were fighting drifts from a 2-foot snowstorm. Now consider the following things that foreshadow some great possibilities of what the future holds for us; much of this was Buck Rogers stuff or far-fetched ideas back in my youth:

- The updated, optimized, improved next generation of the Transition(R) "Flying Car" has now been unveiled to the world. Who would have thought we could buy our own personal aviation adventure and have it double as a road vehicle?

- The Japanese are making realistic, lifelike robots.
- Many people are using the video cameras on their cell phones to see the person they are talking with.

What's my point, you ask? I feel it will take a blend of the traditional methods along with some pretty radical changes in how we approach training and education so we can make aviation cool again and reignite the passion for flying in the younger generation.

Everett Rogers, a professor of rural sociology, in his 1962 book *Diffusion of Innovations*, talked about stages through which a technological innovation progresses: "knowledge, decision, implementation and confirmation." He further identified five categories of adopters when it comes to something new (like a glass cockpit or new learning tools and methods): Innovators are the risk-takers and tend to be younger; Early Adopters exercise opinion leadership and are likely to be held in high esteem by those who accept his or her opinions; Early Majority individuals are slower in the adoption process, but come around eventually; Late Majority

are individuals who approach an innovation with a high degree of skepticism and tend to go with the flow after the majority have adopted the innovation. Finally, we have the Laggard, those who value "traditions" and don't relish change. Which category are you in?

One could apply Rogers' theory to flight training and aviation education today. We need a blend of "round dial" time, along with moving students fairly rapidly to the glass world. With the recent passage of the FAA long-term funding bill, it appears that NEXTGEN will become a reality. With that said, many of the old style ILS or VOR systems will go the way of bonfires (the original NAVAID) and be replaced with GPS navigation and approaches.

Do you remember when you saw your first glass cockpit or heard that the FAA was going to allow iPads on the flightdeck to replace all those paper manuals? How did you feel? I thought, "way cool."

I've been told that kids like the iPod Touch and iPad devices because they are cool and you can do neat stuff with them. When was the last time you introduced someone to the coolness of aviation? For a primer, read "The Business Side of a Successful Fly-In." I know it sounds like another boring, "well, we didn't make money again this year" story (tiny URL to AeroNews Network article at <http://tinyurl.com/6o7l8s4>). I think once you read about how John Youell, the Palatka, Florida airport manager gave their fly-in some refreshing twists, you will be surprised how inexpensive it is to get them engaged (hint: he used free admission and allowed spectators the run of the place with safety about the only restriction). I feel that John is an innovator in doing his part to stop the attrition in General Aviation, but then again, I remember that is the way the aviation field used to be.

Higher education is changing also and it remains to be seen if these changes will spill over into the Aviation Departments (See "Rebooting the Academy: 12 Tech Innovators" - (tiny URL to The Chronicle of Higher Education article at <http://tinyurl.com/86gyqkl>). Right now aviation departments at colleges and universities will need to analyze how the recently passed FAA funding bill, the pending airline pilot shortage and new pilot certification requirements for air carrier operations will affect their student flow. □

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Aviation Workforce Development, Inc. – A Gateway, A Connection, A Lifestyle

Aviation Workforce Development, Inc (AWD) is a non-profit organization in the Twin Cities region of Minnesota that is addressing critical aviation workforce issues that the aviation industry is facing now and in the coming decades. The AWD mission is to connect college students and young professionals to one of the most exciting and dynamic industries in the world, aviation. It offers one place to locate, often hard-to-find information, about all aviation career paths -- information that up until now has been scattered across hundreds of sources and websites nationwide.

The idea behind the endeavor came to its founder and executive director, Dr. Tara L. Harl, when she realized in the past few years that while many in the industry have shown concern for the looming workforce needs facing aviation (what she calls “the perfect storm of workforce issues”), much talk has not led to much concrete initiative. She believes a few of the more critical issues include the large retirement of the baby-boomer population; the changing U.S. demographics; and the rising demands of the world economy, politics and technology that are looming down on aviation.

“Our new organization is the first



Dr. Tara L. Harl

of its type to bring together interested parties across all avenues of aviation,” said Dr. Harl. “Young professionals looking to enter and build a career in aviation, and an industry in search of those critically needed employees for the future.”

By fall 2011, Dr. Harl began to notice more and more articles in the industry trade journals and on websites discussing the looming workforce issues. Yet, still few concrete initiatives were being developed to address them.

Dr. Harl called friends who were industry leaders across many specialties, asking them “what do you think?” The feedback she got was that there was definitely a need for AWD and she proceeded to form a board, find technical support to build a website, and generate interest in the endeavor. Much of the talent for AWD has come from the aviation students at St. Cloud State University. Unfortunately, the department in which Dr. Harl has chaired since 2009 and is known throughout the United States for its program excellence, is slated to be closed in 2014 due to budget restraints and a shift in university priorities.

The motto of AWD is “a mile of road will get you a mile...a mile of runway will get you anywhere.” AWD’s mission statement is “to be the gateway attracting young professionals to the aviation industry, a career field often considered a lifestyle, and not just a job.” The organization’s vision

is to “address the perfect storm of 21st century workforce development issues, to connect young professionals to information on career success, and to develop leaders for the future.”

A pretty big endeavor Dr. Harl admits, but being an aviation history “nut,” she appreciates Minnesota’s long and proud history of being in the forefront of aviation, being the birthplace of Charles Lindbergh, Northwest Airlines, and aircraft float manufacturer Wipaire; and home of Cirrus Aircraft, a nationally acclaimed aerospace engineering program at the University of Minnesota, and one of the largest business aviation organizations – the Minnesota Business Aviation Association (MBAA).

For additional information visit the Aviation Workforce Development at www.aviationworkforcedevelopment.org.

EDITOR’S NOTE: Dr. Tara L. Harl is an experienced aviator and educator in Business and Collegiate Aviation. She holds an Airline Transport Pilot Certificate, is type rated in corporate jets with international flight experience, holds a Bachelor of Science Degree in Aviation Management, Master of Science Degree in Aerospace Education, and a Doctoral Degree in Aviation Leadership Development. She founded Aviation Workforce Development, Inc. (AWD) to address the “perfect storm” of workforce issues facing the 21st century aviation industry. Dr. Harl chairs the Professional Development sub-committee for the NBAA Corporate Aviation Management Committee, is a research panel chair for the National Academies of Science’s Airport Cooperative Research Program (ACRP), has been a consultant to organizational restructuring of HBC (Historically Black College) aviation programs, held positions of director of operations and chief pilot in corporate flight departments, co-owned Part 135 and 141 fixed/rotor operations, and owned an aircraft management firm. Dr. Harl was the first woman to be awarded the Airbus Leadership Award and the Boeing Career Enhancement Scholarship in the same year for her research on the Experience of Blacks In Business Aviation, published by Purdue University. □

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Dodge County Airport • Juneau, Wisconsin

T-33 Returns To The Skies Over Europe!

ROCKFORD, ILL. – Courtesy Aircraft Sales located at Rockford International Airport, Rockford, Illinois, received a call in mid-April 2012 from an F-16 pilot in Norway looking for a special aircraft for a special mission...to help celebrate the 100th Anniversary of Flight by the Norwegian Airforce. But the aircraft had to be delivered and ready to fly by June, just in time for air show season in Europe.

Exporting an ex-military aircraft is no easy task, not to mention making a delivery to Norway. There are several steps involved to get final approval to export such aircraft.

Approximately 20 percent of Courtesy Aircraft sales each year are overseas. But the time frame needed to complete the transaction was much shorter than most deals done in the past.

First, the aircraft must meet approval by the United States government to export a former military aircraft. Courtesy Aircraft holds a license from the United States State Department Directorate of Defense Trade Controls (DDTC) office as an exporter and broker.

After all requirements were met and approval was made by the state department, arrangements needed to be made to have the aircraft inspected and prepared by Heritage Aero mechanics, also located at Rockford International Airport. The T-33 also had to be equipped with a Mode S transponder for foreign flight. Avionics Place, also based in Rockford, did this.



After all maintenance requirements were met, the right flight crew needed to be located for this two-seat aircraft...a crew willing and knowledgeable of making the transatlantic flight.

Courtesy Aircraft found the right pilots for the job: retired U.S. Air Force reserve pilot and current Delta 777 first officer, Paul Keppeler, who also owns and flies a T-33 based in Milwaukee, Wisconsin. The other pilot selected was retired U.S. Air Force pilot and current Delta 777 captain, Richard Hess, who is also president of International Jets. Hess has flown several transatlantic flights over the years.

The transatlantic trip took 3 days to complete starting at Rockford, then with stops at Quebec City, Canada; Goose Bay, Newfoundland; Narsarsuac, Greenland; Kevlavik, Iceland; and ending in Norway.

Once the aircraft arrived at its destination in Norway, it was the featured attraction at many events celebrating the 100th Anniversary of Flight by the Norwegian Airforce because it is currently the only flying



(L/R) Pilots Paul Keppeler and Richard Hess next to the Lockheed T-33 Shooting Star they successfully flew transatlantic to Norway.

T-33 in Europe.

Martin Thu Tesli, the new owner of this aircraft, was pleased with the entire transaction: "The impossible has been made possible!" said Tesli. Former military pilots who used to fly the jet are so thankful and happy to see this aircraft flying again. They have such a deep connection to the aircraft.

Tesli has already been asked to participate in Red Bull's Annual Airshow in Austria, as well as the famous Duxford Airshow held in the United Kingdom (www.courtesyaircraft.com). □

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Check Out The Reports!

by Chris Roy

Director, Mn/DOT Office of Aeronautics

There is an exciting new document on the Internet about **General Aviation**. It is the latest Federal Aviation Administration (FAA) report on GA Airports, dated May 2012. This is an excellent document produced by Ms. Christa Fornarotto, Associate Administrator for Airports at FAA. Be sure to also check out the article by Dan McDowell entitled "They Do Understand" on page 55. The article includes a link so you can easily access and download your own copy.



Chris Roy

Also in this issue, Dan has an article on the economic impact of **Commercial Aviation** to our nation and communities. It is a summary article of the report and information released in March 2012 by the Airports Council

International of North America (ACI-NA). The links are provided for this information as well.

I urge all readers to go online and download copies of the FAA's report and ACI-NA's report. They contain very valuable information that you can use and share with your city leaders to help inform them about the real value of your community's airport. Please take the time right now to access these reports so you can also share them with citizens, organizations and businesses in your community.

The time and effort you put into sharing this data will benefit not just your airport, but your entire community. Your airport is, of course, the front door to your community. It is also an economic generator for your city and other towns in the surrounding area, as it provides easy access for tourism, businesses and services that support the community and surrounding area.

Please make safety your number one priority at all times. We want you to be safe, happy and healthy so you can enjoy the value of your airport, and aviation. □

Airports – Vitrally Important To Our Communities!

The Economic Impact of Commercial Aviation

by Dan McDowell

In a recent economic impact study produced for ACI-International-North America, its president Greg Principato stated, "Airports play an important but often underappreciated role as economic engines that create jobs and opportunities in communities across the country, a fact that was highlighted in our recently released economic impact study. In fact, America's commercial airports account for more than 8% of national gross domestic product and support more than 7% of the country's work force."

Principato further stated, "Having a vibrant and efficient airport is essential when trying to attract new businesses to America's communities. The economic importance of airports has continued to grow even during the recent economic downturn as airports and airport-related industries continue to add jobs and increase revenues within their communities."

The ACI International-NA report clearly stated that 'America's commercial airports also contribute indirectly by attracting new businesses and helping communities retain local companies by working to provide the services that

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Alexandria, Minnesota

connect them to the world.'

The report noted that Americans value what airports bring home. Surveys show Americans view their hometown airport as more important than other transportation services to their local economy. They feel their airports are:

- **Business magnets.**
- **Part of the community.**
- **Locally owned and operated.**
- **Productive landlords.**
- **Largely funded by those who use them.**

Oh yes, here is one more important bit of information for you to remember and

to SHARE with your community and community leaders: The 490 U.S. commercial airports were responsible for 10.5 million jobs, created an annual payroll of \$365 billion, and produced an annual output of \$1.2 trillion in 2010, according to an Airports Council International-North America (ACI-NA) study. The combined economic impact of airport-connected activity represents 8% of U.S. GDP and 7% of overall U.S. employment in 2010.

**All the information contained in this brief article is derived from the NCI-NA 2001 data, "The Economic Impact of U.S. Airports 2002;" CDM Smith, "The Economic Impact of Commercial Aviation in 2010;" and the ACI-NA fact sheet (<http://www.aci-na.org/>). □

Understand Your Options For Online Weather Information

by Rachel Obermoller

MnDOT Aeronautics is transitioning to a new type of Minnesota Weather Access System (MnWAS) computer at airports across Minnesota. These new computers provide pilots with access to online weather and aviation-related resources via the Internet. These new computers are a cost savings over the previous computers and allow the savings to be spent on other programs, which benefit airports and aviation in Minnesota. They also provide many other benefits and options to users in Minnesota.

Users will be able access the same types of weather sites at the airport as they would access at home or in any other location with a standard computer and Internet connection. Some of these options include DUAT and DUATS, FltPlan.com, Aviation Digital Data Service (ADDs), AirNav, PilotWeb for NOTAM and TFR information, as well as eAPIS for filing U.S. Customs manifests and Flight Aware for flight tracking. The primary change is that instead of having access to only one source of information on the MnWAS computer at the airport, pilots have access to numerous options, and can choose those they like best.

One of the benefits of the new computers is that pilots can use their own accounts on the flight-planning site of their choice. If you don't already have an account on a site such as DUAT or DUATS, there are a few differences between them, but most of them provide similar information, just with a slightly different format.

An official weather briefing can be obtained from more sources than were previously possible. What began with Flight Service Stations, then DUAT and DUATS terminals at the airport, has grown to a list of several flight planning sites, which meet the FAA's



Rachel Obermoller

requirements for providing a weather briefing as a Qualified Internet Communications Provider (QICP). I will briefly touch on DUAT and DUATS, which are FAA-sponsored, but be sure to take the time to explore the options for yourself.

Membership in some organizations can provide you with free access to other flight-planning services, some of which may be an approved source of weather information, and there are other free flight-planning resources on the Internet as well. DUAT and DUATS both offer flight planning capabilities, weather information, and the ability to obtain an official weather briefing. Most flight planning sites will require a login ID and password, and these two are free to users; all you need to do is set up an account. If you are looking to obtain an official weather briefing online, you do need to make sure the service you use is a Qualified Internet Communications Provider (QICP), and DUAT and DUATS both qualify.

DUAT

Once you login to DUAT, you are directed to their menu screen, which allows you to choose the information you need. This includes various types of weather briefings including route, state, or even just information for a few locations or a radius around an airport. You can also plan a flight, file a flight plan, look at charts or approach plates, or look up basic airport information. DUAT also provides the capability to easily store flight planning and briefing information for retrieval again, say to plan the same flight on another day or change the time of your briefing. If you don't store the flight information, it will remain available in your account for a period of time and then no longer be visible.

DUAT provides an online user guide in PDF format, as well as answers to frequently asked questions and news on changes to the system. In addition, many input fields will provide you with information about that specific field if you point your mouse over the title. DUAT allows users to store aircraft information to be retrieved later for planning a flight, as well as pilot information. These can be entered and updated by clicking the update button at the top right of the DUAT menu screen.

DUATS

DUATS is another excellent choice, and provides much of the same functions as DUAT, but with a slightly different user-interface. If you last used your DUATS account years ago, take a look around again as much has changed. When you login to DUATS, the homepage provides the options available in drop-down menus across the top of the screen. Aircraft and pilot information can easily be added or updated from the "My Account" menu, and the "Help" menu provides access to an online help guide in PDF format, as well as frequently asked questions and other support-related items.

DUATS also provides information about how to use the system in short video segments on their YouTube channel. This is helpful as you can see the screen as a voice walks you through the steps for things like setting up an account, using the flight planner, creating and updating aircraft profiles, and other segments of the site users frequently use. You can find these videos by going to the YouTube website and searching for DUATS or by visiting www.duats.com and clicking on the link for video help. The DUATS video "Help Page" is unique to DUATS and offers users an option beyond reading an online guide if they need assistance with some of the functions of the site.

CONTINUED ON PAGE 62

Aeronautics Report

Wisconsin Bureau of Aeronautics

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

David M. Greene, Director

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Is Your iPad Legal?

by Jeffery Taylor

Aviation Consultant

WisDOT Bureau of Aeronautics



Jeffery Taylor

Do you own an iPad? Or are you considering buying one for your cockpit to display aeronautical charts? If so, you are part of a mass movement in aviation toward the use of electronic charts to replace paper. Hardly a week goes by without an announcement of an airline, or even the military, adopting tablet computers for in-flight use as Electronic Flight Bags (EFB). While many pilots are using tablets, several have questions about the legality of their use.

Is it legal?

Several factors should be considered before you commit to using a tablet computer. A good place to start is Advisory Circular (AC) 91-78, Use of Class 1 or Class 2 Electronic Flight Bag. This AC provides information on the removal of paper aeronautical charts and other documentation from the cockpit.

You must also comply with FAR 91.21, Portable Electronic Devices. This regulation limits the use of electronic devices in the cockpit unless you have flight-tested and documented that the device does not interfere with your aircraft's systems. Part 91, subpart F requires operators to ensure compliance with FAR 91.503 at all times.

I strongly recommend you become thoroughly familiar

with the menus and functions of your tablet before you conduct the flight tests. You don't want to be fumbling for the right data at a critical phase of flight. All flights should be flown in VFR flight conditions.

If you have successfully complied with the previous steps, then you are completely legal to use the iPad for electronic charts, providing that the data is current and is a functional replacement of the paper version, for Part 91 Instrument Flight Rules (IFR) or Visual Flight Rules (VFR), preflight, flight and post-flight.

Do I need backups?

As pilots, we always think about backups and "plan B" to ensure a safe flight. The FAA does not require you to carry paper, but Advisory Circular 91-78 suggests pilots consider carrying a secondary source of aeronautical information. The secondary source could either be paper charts or another separate electronic display.

Other considerations include power supply and signal strength. Though the iPad's battery life is excellent, intensive use over a long flight can drain the battery faster than you might

expect – especially if you start at less than 100 percent. Several after-market devices are available to boost and stabilize the GPS signal reception to your iPad.

The use of tablet computers, specifically the iPad, is changing how many pilots plan and conduct their flights. Take the time you need to ensure you fully understand your tablet's features and are comfortable using it before relying on it in the cockpit. If used wisely, it can improve the efficiency and safety of your flights. ☐



Colleen Endres, Accountant

Wisconsin DOT Bureau of Aeronautics

MADISON, WIS. – Colleen Endres joined the Wisconsin Department of Transportation, Bureau of Aeronautics in June 1995. As an accountant, she is responsible for closing out federal projects according to FAA schedules. Endres also backs up other finance personnel with invoice processing, along with setting up contracts, change orders and amendments. She is responsible for Federal Funding Accountability and Transparency Act (FFATA) reporting to the Office of Policy,



Colleen Endres

Budget and Finance. Endres interacts with FAA airports district office personnel, other FAA agencies and other WisDOT personnel. She also works with the Legislative Audit Bureau and other auditors.

Prior to joining the Bureau of Aeronautics, Endres worked in the department's Bureau of Accounting and Auditing. Her first state job was with the Bureau of Social Security Disability Insurance. This July marks her

38th year of service with the State of Wisconsin.

Colleen Endres has two daughters and two grandsons. ☐

New Wisconsin Aeronautical Chart Now Available!

The 2012-2013 edition of the Wisconsin Aeronautical Chart is now available. The chart, published biannually, alternating with the Wisconsin Airport Directory, is available at your local FBO or pilot supply shop. Single copies of the WAC scale chart can be requested by calling the Bureau of Aeronautics at (608) 266-3351. Requests for multiple copies should be placed with WisDOT Document Sales at (608) 246-3265. □



The EAA Seaplane Base on Lake Winnebago in Winnebago County near Oshkosh, Wisconsin, is the featured photo on the cover of the Wisconsin Aeronautical Chart.

They Do Understand!

by Dan McDowell
Mn/DOT Office of Aeronautics

Did you know that the Federal Aviation Administration (FAA) does understand the value of General Aviation airports? They clearly demonstrate that fact in a newly released study entitled “General Aviation Airports: A National Asset.” The 34-page report was actually released in late May 2012.

The FAA committed 18 months to gathering current and accurate information about GA airports across the country. The report, spearheaded by Christa Fornarotto, Associate Administrator for Airports, stated in its opening summary statement, “There are over 19,000 airports, heliports, seaplane bases, and other landing facilities in the United States and its territories. Of these, 3,330 are included in the FAA’s National Plan of Integrated Airport Systems (NPIAS), are open to the public, and are eligible for federal funding via the Airport Improvement Program (AIP).”

The report discusses the many uses and values GA brings to the industry and the nation as a whole, but it focuses on “the federal network of general aviation airports, heliports, and seaplane bases and divides them into four new categories based on existing activity levels and related criteria: national, regional, local, and basic.”

One of the most important blocks of information is the FAA’s new categories for GA airports. These new categories are designed to help policy makers at all levels support GA airports. According to the FAA, “The new general aviation categories will provide a baseline from which to measure changes

in operations and needs. State and local governments will be encouraged to use the new categories to help guide future system and airport planning decisions. Those general aviation airports that meet the statutory definitions of commercial service and reliever will continue to be so classified within the four new categories. The FAA will periodically review and adjust the general aviation airports included in the NPIAS based on changing activity levels.”

The summary statement goes on to say, “Most people are familiar with one or more of the 378 primary airports that support scheduled commercial air service, such as John F. Kennedy International, Chicago O’Hare International, or Los Angeles International, where U.S. and foreign airlines operate. We also rely on the other 2,952 landing facilities (2,903 airports, 10 heliports, and 39 seaplane bases) to support aero medical flights, aerial fire-fighting, law enforcement, disaster relief, and to provide access to remote communities.”

Download a copy of this report by going online:
http://www.faa.gov/airports/planning_capacity/ga_study/media/2012AssetReport.pdf

This document can be a valuable tool for you to use to share with your community leaders and to inform and educate the citizens of your community about the value GA brings to everyone, not just aviators. You’ve heard this before, but perhaps many local citizens have not; your airport is the front door to your community.

Keeping your airport well maintained, clean, and available to the flying public is an open invitation for increased tourism and recreational spending within your community. Your airport is a valuable asset that also attracts services, businesses, and jobs to be a part of your community. It brings value and benefits that every citizen can enjoy, by being your community’s front door. □

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FOR LARGER LISTINGS, REFER TO THE
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Midwest Flyer Magazine is not responsible
for accuracy of information published.

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

AUGUST 2012

- 4 **POPLAR GROVE (C77), ILL.** - Dog n Brats
Lunch 11:30am-1pm at the Vintage
Wings & Wheels Museum.
- 4 **SIoux CITY (SUX), IOWA** - Air & Ag Expo.
sean.masin@ang.af.mil. 712-233-0208.
- 4 **YPSILANTI (YIP), MICH.** - Thunder Over
Michigan. 734-637-8880.
- 4* **ELBOW LAKE (Y63), MINN.** - Lunch & Car
Show also serving Steak Sandwiches
10am-2pm.
- 4* **PORT CLINTON (PCW), OHIO** - Free Ice
Cream Social at the Carl R Keller Field.
- 4* **SHELBY (12G), OHIO** - Pancake
Breakfast 8am-Noon.
- 4-5* **MILACA (18Y), MINN.** - Evening of the 4th
potluck supper & camping. 5th Break-
fast 7am-Noon. 320-983-6547.
- 4-5* **BELLEVILLE (YIP), MICHIGAN** - "Thunder
Over Michigan Airshow" At Willow Run
Airport 9am-5pm.
www.yankeearmuseum.org
- 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.
- 5* **BAY CITY (RGK), WIS.(RED WING, MINNE-
SOTA)** - Breakfast 7am-Noon at the Red
Wing Regional Airport.
- 5* **VIROQUA (Y51), WIS.** - Breakfast 7am-
1pm.
- 5* **HUMBOLDT, IOWA** - Breakfast 7am-Noon.
- 5* **CRESCO, IOWA** - Breakfast 7am-Noon.
- 5* **QUEEN CITY (15MO), Mo.** - Watermelon
Fly-In 1pm-Dusk. Bring your own lawn
chairs and enjoy grassroot flying, food
& vintage aircraft. Runway 16 use right

hand traffic. Runway 34 use left hand
traffic. 122.90.

- 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 Break-
fast & Lunch 7am-1pm. Parachute
Jumpers 11am. 715-651-6878.
- 11 **LUDINGTON (LDM), MICH.** - Breakfast
7am-Noon.
- 11* **KINDRED (K74), NORTH DAKOTA** -
Breakfast 7-10am at Kindred/Davenport
Regional Airport - Hamry Field.
- 11* **LAPORTE (MN12), MINN.** - Pancake
Breakfast 7-11am. Brats & Beans after
11am at Robco Private Airport.
- 11* **NOBLESVILLE (I80), IND.** - Pancake
Breakfast at a grass strip 8-11am.
- 11* **WESTFIELD (I72), IND.** - Light Sport &
Ultralight Fly-In See & Meet & Good
Food 10am-3pm.
- 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* **BOULDER JET (BDJ), WIS.** - Musky Day
Land & Sea Fly-in with Famous Darko
Chicken at Noon. Free transportation to
downtown activities from 9am-3pm. Sea
plane docking/beaching available. Fly-in
starts at 9am. Camp under your wing
Saturday night at Boulder Jet Payzer
Memorial Field.
- 12* **LA CROSSE (LSE), WIS.** - Dad's Belgian
Waffles and all the trimmings, sausage,
milk, orange juice, coffee 7-11:30am.
- 12* **LAKE ELMO (21D), MINN.** - Sturdiwheat
Pancake, Scrambled Eggs, Sausage
Breakfast 7am-Noon at
Valters Aviation.
- 12* **WALKER (Y49), MINN.** - Pancake
Breakfast 7:30am-12:30pm.
- 12* **LAPORE (PPO), IND.** - Blueberry or Plain
Pancake, Sausage, Scrambled Eggs,
Hash Brown Breakfast 7am-Noon.
- 12* **POPLAR GROVE (C77), ILL.** - Pancake,
Eggs, Sausage & Beverage 7am-Noon.
- 12* **SANDUSKY (SKY), OHIO** - Pancakes,
Scrambled Eggs & Sausage 8am-Noon.
- 12* **WINN (53W), MICH.** - Ham & Eggs,
Pancakes, Cheesy Potatoes at Wood-
ruff Lake Airport 8am-Noon on a 3700 ft
grass E-W runway.
- 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 **MIMINISKA, ONTARIO CANADA** - Canadian
Fishing Fly-Out at Miminiska Lodge.
196 nm north of Thunder Bay, Ontario.
- 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.
cspeich@clearwire.net**
- 17-18 **ALPENA (APN), MICH.** - Wings Over
Alpena.
- 17-18* **BEMIDJI (96M), MINN.** - Land & Sea Plane
Fly-In starts Friday evening with local
sightseeing & camping on site. Satur-
day will be Hamburger BBQ with beans,
chips, beverage & dessert 9am-2pm
at Moberg Air Base. Shuttle service
available from KBJI if needed. 218-586-
3429. www.paulbunyan.net/1397
- 17-19* **PORT CLINTON (PCW), OHIO** - Area Arts
Council Show. View art & meet the
artists at the hangar. Art on display from
local artists at the Erie-Ottawa Regional
Airport - Carl R. Keller Field. www.portclintonairport.com
- 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 Break-
fast 7:30-11:30am. Grilled Steak Lunch
Noon-4pm
- 18* **TOMAHAWK (TKV), WIS.** - Pancake Break-
fast 7:30am-4:00pm.
- 18* **ALPENA (APN), MICH.** - Wings Over Al-
pena Air Show 8am-5pm. Airport closed
10am-3pm. www.wingsoveralpena.com
- 18* **FRANKENMUTH (66G), MICH.** - Pig Roast &
Bonfire at the Wm "Tiny" Zehnder Field
Noon-4pm.
- 18* **INDIANAPOLIS (7L8), IND.** - Midwest Tail-
draggers Rendezvous. Lunch starts at
11am. Rain date 19th.
- 18-19 **CHICAGO, ILL.** - City of Chicago Air &
Water Show. 312-744-9537.
- 18-19* **TROY (VLL), MICH.** - Mustang Aero-
nautics Open House Fly-In Plus BBQ
Lunch & aluminum aircraft workshop.
- 19 **TAYLORVILLE (TAZ), ILL.** - Breakfast
7-11am.
- 19* **MONTICELLO, IOWA** - Breakfast 7am-
12:30pm.
- 19* **ROCHELLE (RPJ), ILL.** - Porkchop, Sweet
Corn at Koritz Field. Skydiving and live
music. 11am to 3 pm. www.flyrjp.com.
- 19* **LITCHFIELD (LJF), MINN.** - French Toast &
Scrambled Eggs Breakfast 7am-Noon.
- 19* **MANKATO (MKT), MINN.** - Pancake Break-
fast 7:30am-Noon.
- 19-21 **MANITOWOC (MTW), WIS. - 2012
American Barnstormers Tour. Travel
Air or New Standard Vintage Biplane
Rides.
www.AmericanBarnstormersTour.com**

23-26 DeKALB (DKB), ILL. - 2012 American Barnstormers Tour. Travel Air or New Standard Vintage Biplane Rides. <http://www.americanbarnstormertour.com>

- 24-26* ALMA (AMN), MICH.** - Gratiot Community Air Show. 24th Big Band Hangar Dance. 25th Air Show, Concert & Night Air Show. 26th Air Show. 9am-5pm. Check NOTAMs for airport closer. www.gratiotcommunityairshow.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.
- 25* GLADWIN (5M6), MICH.** - Sugar Springs Fly-In & Open House - Grilled Burgers & Hot Dogs 11am-3pm. Golf tee reservations. 586-441-4531.
- 25* NEWARK (VTA), OHIO** - Eggs, Sausage, Pancakes & Beverage. Display of Vintage Aircraft, Ultralights, Light Sport Aircraft & Classic Cars.
- 25* SULLIVAN (UUV), Mo.** - Breakfast 8am-1pm.
- 25-26* WAUKESHA, Wis.** - "Wings Over Waukesha Airshow 2012" Waukesha County Airport/Crites Field daily air demonstrations starting at 10:30 am with gates opening at 9am. Schedule a ride on the B-17 Flying Fortress. www.wingsoverwaukesha.com
- 25-26* URBANA (I74), ILL.** - Mid-Eastern Regional Fly-In Pancake Breakfast plus Fish & Chips lunch both days 9am-5pm. 25th - Air Racing. 26th - Poker Run. www.merfiurbana.com
- 26 JUNEAU (UNU), Wis.** - Pancake Breakfast. 920-386-2402.
- 26* IOWA CITY, IOWA** - Breakfast 7am-12:30pm.
- 26* OWATONNA (OWA), MINN.** - French Toast Breakfast, 7am- Noon. 507-444-2448.
- 26* CUMBERLAND (UBE), Wis.** - Pancake breakfast with Louie's famous breakfast sausage. 7-11:00am. 11am-12:30pm, field closed for aerobatic demonstration. 715 822 3452.

SEPTEMBER 2012

- 1 POPLAR GROVE (C77), ILL.** - Dog n Brats Lunch 11:30am-1pm at Vintage Wings Museum.
- 1* COUNCIL BLUFFS, IOWA** - Labor Day Flight Breakfast 8-11am.
- 1* SHELL LAKE (SSQ), Wis.** - Pancake, Sausage, Beverage Breakfast 7:30-11:30am in conjunction with Shell Lake Country Days.
- 1* NEW LISBON (82C), Wis.** - Breakfast at the Mauston-New Lisbon Airport. Displays of planes, farm equipment antique & modern, cars & etc.
- 1* MARION (MZZ), IND.** - Pancake Breakfast. Display antique, classic, homebuilt, ultralight, rotorcraft & warbird aircraft,

vintage cars, trucks, motorcycles, military vehicles & tractors. 7am-2pm.
PORT CLINTON (PCW), OHIO - Pilot Fund Days with spot landings, flower bag dropping, and other events. Food & more fun at Erie-Ottawa Regional Airport - Carl R. Keller Field. 419-734-6297.

- 1* ZANESVILLE (OH36), OHIO** - Pancake, Sausage & Egg Breakfast at the Riverside Airport 8am-2pm.
- 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
- 1-3* CLEVELAND (BKL), OHIO** - Air Show at the Burke Lakefront Airport 9am-5pm. www.clevelandairshow.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. managemvaa@mvn.net www.midwestlsashow.com
- 8* MERRILL (RRL), Wis.** - Breakfast & Lunch, Flea Market & Craft Fair 8am-4pm. Sky Divers will also be happening.
- 8* WINONA (ONA), MINN.** - Breakfast 7:30-11:30am. Free Air Show at 10:30am if weather permits at the Max Conrad Field.
- 8* OSCEOLA (OEO), Wis.** - Wheels & Wings Pancake Breakfast and Lunch. Airshow, classic aircraft, car show and craft show (transportation provided). For More Information: <http://www.osceolaaero.com/Wheels-Wings.html>
- 8* VALLEY CITY, ND** - Wings & Wheels Air Show At the Barnes County Municipal Airport beginning at 10am. Air Show 3pm. Night Show & Fireworks 9:30pm. 701-490-1034.
- 8* BUTLER (BUM), Mo.** - Open House - Hamburger & Hot Dogs 10am-2pm.
- 8* CAMBRIDGE (CDI), OHIO** - Fly-In/Car Show - Food & Car Show 10am-3pm. Rain date 9th.
- 8* DANVILLE (DNV), ILL.** - Pancake & Sausage Breakfast 7-11am.
- 8* LINCOLN (OR2), Mo.** - Breakfast 7-10am & Hog Roast Lunch 11am-1pm at the old fashion grass field.
- 9 KIRKSVILLE (IRK), Mo.** - Air Festival. 660-216-7296.
- 9 MAPLE LAKE (MGG), MINN.** - Pork Chop Dinner Fly-In 11:30am-2pm.
- 9* Mt. MORRIS (C55), ILL.** - Breakfast 7am-Noon.
- 9* POPLAR GROVE (C77), ILL.** - Pancake, Eggs, Sausage, Beverage 7am-Noon. Park on the grass or the ramp at the Museum on the north side of the airport.
- 14-16* JACKSONVILLE (IJX), ILL.** - Midwest Ercoupe Fly-In Pancake & Sausage

Breakfast, Technical Seminars, Dinner & Dancing with a live band. Camping welcome for a gala weekend.

- 137.eaachapter.org**
- 15 ATLANTIC (AIO), IOWA** - FLY IOWA 2012. www.flyiowa.org.
- 15* MORA (JMR), MINN.** - Fall Color Chili Fiesta Fly-In serving begins 11am. CTAF 122.8.
- 15* OSHKOSH (OSH), Wis.** - Get To Know Wittman Airport Day & Pancake Breakfast At the Terminal Building 7:30-11am. www.eaa252.org
- 15* OCONTO (OCQ), Wis.** - Oconto Fly-In, 9am-5pm. Experimental, Vintage, RC Show, antique cars, tractors, vendors, food.
- 15* GRAND RAPIDS (GPZ), MINN.** - Fall Fly-In Breakfast 8am-Noon.
- 15* JACKSON (JXN), MICH.** - Pancake, Sausage, Scrambled Eggs & Beverage Breakfast 7am-Noon.
- 15* LEES SUMMIT (LXT), Mo.** - Pancake Breakfast 8:30-Noon.
- 15* NAPPANEE (C03), IND.** - Apple Festival Wings & Wheels Car Show, Plane Display & Food Concession Noon-5pm. Skydivers 3pm.
- 15* WADSWORTH (3G3), OHIO** - Mustang, Van RV & Titan Mustang Fly-In. Breakfast 8:30-10:30am. Lunch 11am. All planes welcome. Sod parking.

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- 15-16 SCOTT AFB (BLV), ILL.** - Scott AFB Air Show 2012. USAF Thunderbirds. 618-256-3242.
- 15-16 JACKSONVILLE (KJXX), ILL.** - Midwest Stinson Fly-In.
- 16 TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am.
- 16* PALMYRA (5K1), ILL.** - Pancake Breakfast at Zelmer Memorial Airpark 7am-3pm.
- 16* ALGONA, IOWA** - Breakfast 7am-12:30pm.
- 21-22 BURLINGTON (BRL), IOWA** - Southeast Iowa Airshow. 319-754-1414 opt 2 www.seiowaairshow.com
- 22* FARIBAULT (FBL), MINN.** - Puddle Jump Poker Run open to all pilots. Participating airports: FBL, OWA, AEL, MKT, ULM, HCD, STC. Pilots choose 5, end at FBL with sealed card envelopes. Sponsored by MN 99s. \$10 entry fee. Prize award is 25% of proceeds; balance goes to scholarship fund. Must be 21+ to win prize. Contact: Val 952-452-2060
- 22* ANTIGO (AIG), WIS.** - Breakfast 9-11am; Lunch 11am-3pm; Air Show with a race at 1pm at Langlade County Airport.
- 22* ADRIAN (ADG), MICH.** - Pancake, Sausage, Eggs & Beverage Breakfast 8am-Noon. All featuring light sport & homebuilt aircraft.
- 22* RICHMOND (RID), IND.** - Wings & Wheels Airplanes, Cars & Motorcycles on display. Lunch available. 10am-5pm.
- 22-23 DULUTH (DLH), MINN.** - Duluth Air &

Aviation Expo. Canadian Snowbirds. 218-628-9996.

- 26* GRYGLA (3G2), MINN.** - Breakfast -7am-Noon.
- 29* WATERTOWN (RYV) Wis.** - Brat Competition also featuring a live band & brats - Noon to 6pm.
- 29* PORT CLINTON (PCW), OHIO** - Homemade Chili & Cornbread 11am-4pm.
- 30* BOSCOBEL (OVS), Wis.** - Breakfast 8am-Noon.

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.
- 6* BAY CITY (RGK), Wis. (RED WING, MINN.)** - Red Wing Fall Bar-B-Que BYOB & a dish to pass - meat and fixings supplied 4:30-7pm. 715-441-1790.
- 6* CABLE (3CU), Wis.** - Pancake Breakfast www.cable4fun.com
- 7* NOBLESVILLE (I80), IND.** - BBQ Lunch Noon- 3pm
- 11-13 PALM SPRINGS, CALIF.** - AOPA Aviation Summit at the Palm Springs Convention Center. www.aopa.org
- 11-13* KEOKUK, IOWA** - 22nd Annual L-Bird Fly-In & Convention at Keokuk Municipal Airport.
- 13* PORT CLINTON (PCW), OHIO** - Apple

Butter Fly-In. The festival of making homemade apple butter, apple pie and apple cider.

- 14* MT. MORRIS (C55), ILL.** - Pork n Pie Feast Pig Roast with all the trimmings & homemade pies 11am-3pm.
- 14* POPLAR GROVE (C77), ILL.** - Pancake, Eggs, Sausage & Beverage 7am-Noon. Park on the grass or the ramp at the Museum on the north side of the airport.
- 20* LEES SUMMIT (LXT), Mo.** - Pancake Breakfast 8:30am-Noon.
- 21 TAYLORVILLE (TAZ), ILL.** - Breakfast 7-11am.
- 21* WATERLIET (40C), MICH.** - Chili potluck lunch and check out the fall colors.

DECEMBER 2012

- 1* YORK (JYR), NEB.** - Omelets, Burritos, Eggs, Sausage & Pancakes Breakfast - 8-10am. redoakrod@stewireless.com
- 10* CHESTERFIELD (SUS), Mo.** Pinch-Hitter Course - To introduce the non-flying member of your family to the airplane, and become proficient in airwork, navigation, communication and landing at the Spirit of St. Louis Airport. www.spiritpilotshop.com/About_Us.php 636-530-9013.

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Puddle Jumper Poker Run

by Karen Workman

Yes, there is life after fly-in breakfast season. Don't tuck in your plane away for the winter quite yet. The Minnesota Chapter of the Ninety Nines is hosting the "Puddle Jumper Poker Run," Saturday, September 22.

Seven airports are participating: Faribault, Owatonna, Albert Lea, Mankato, New Ulm, Hutchinson and St. Cloud, Minnesota. Entrants will fly to their choice of five participating airports, collect a card from each in a marked and sealed envelope, and

conclude the run at Faribault. The best hand of Aces High wins!

The run opens at 0700. Planes can start at any airport and choose their route, but all will finish at Faribault. Upon landing at Faribault, pilots will submit their five unopened envelopes to a poker run official. The deadline for arriving at Faribault is 12:00 noon. The winning hand will be announced at 12:15 PM. Refreshments will be available, so there's no telling how late pilots will stick around to compare stories.

The best hand will walk away with a cash prize of 25% of the proceeds. The

balance of the proceeds will go to the Ninety Nines scholarship fund. Note: If you or any woman in your life needs funding for a pilot certificate or rating, ask a Ninety Nine about a scholarship application.

There is no pre-registration for this event. The \$10 per hand fees will be collected at Faribault. This is a fun, VFR flight that requires a minimum of 5 miles visibility and ceilings greater than 2,000 feet AGL. The poker game is restricted to persons over 21 years of age, but the flying is open to everyone. Fill your plane with your luckiest card buddies and join the fun! □

GA Tenants Almost Forgotten In Airport Land-Swap Proposal

MILWAUKEE, WIS. — In April 2012, the Milwaukee County Board of Supervisors signed a resolution

58 AUGUST/SEPTEMBER 2012 MIDWEST FLYER MAGAZINE

proposing a land swap to accommodate future operations of the Air National Guard's 128th Air Refueling Wing. The resolution, which would provide the unit with expanded apron space, asserts that changing land values in the

northeast quadrant should bring about review of the airport area's land use.

General aviation tenants only learned of the agreement on its signing, said John Collins, AOPA manager of airport policy, adding that about 50

tenants could be displaced, and several air freight operations might also be affected by any reconfiguration of the quadrant. In a subsequent meeting with the GA tenants, two county supervisors among the resolution's sponsors pledged to work with all parties toward an acceptable compromise, Collins

Company To Develop Commercial Replacement For Leaded General Aviation Gasoline

WEST LAFAYETTE, IND. – Professionals in the aviation and energy sectors have formed a company to scale up production of a high-octane, unleaded, sustainable general aviation gasoline and bring it to market. Swift Fuels LLC was created in partnership between Swift Development Renewable Fuels LLC and South Dakota-based RMB Energy LLC. Rob Broin, head of RMB Energy, is the interim CEO and Jon Ziulkowski from SDRF is COO. Swift Fuels LLC is based in West Lafayette, Indiana. Broin said Swift Fuels will be responsible for developing a market for 100SF, the company's unleaded general aviation gasoline.

"This includes completing the approval of 100SF by ASTM International and the Federal Aviation Administration for use in all airplanes currently fueled by 100LL, and beginning immediate production of 100SF for testing and commercial use," said Ziulkowski. Broin has a proven track record in the alternative energy arena through his nearly two decades as a principal of Broin and Associates Inc., which is now part of

said.

AOPA says that collaboration and communication are the keys to ensuring smooth planning, and having an organized airport support group or tenants association is very helpful in ensuring that GA's voice is heard at an airport. □

POET LLC, one of the nation's largest ethanol manufacturers.

"With the added strength of Rob's vision and expertise, we can finally realize the vision for lead-free general aviation fuel that sustained Swift through many past challenges," Ziulkowski said. "We can all see a very tangible path to success for 100SF."

Broin explained why he was interested in working to develop 100SF: "I was blessed to have played a role in establishing an industry that is responsible for reducing America's demand for foreign-sourced, liquid motor fuel with a renewable product," he said. "In Swift Fuels we have a similar opportunity to replace an environmentally hazardous leaded product with a synthetic, high-performance, renewable fuel."

Ziulkowski spoke about milestones that 100SF has already achieved.

"With the publication of ASTM D7719 in May 2011, the industry is taking a proactive, forward-thinking approach to resolving the issues present with leaded general aviation fuels before the government is forced to impose a regulatory solution," he said. "Additionally, we are receiving tremendous cooperation from the FAA on our Cessna 172 Supplemental Type Certificate program" (<http://www.swiftfuels.com>). □

Oregon & Washington Push To Develop New Aviation Biofuels Industry

If Idaho farmers get their way, they will be growing feedstocks that don't compete today with food, such as ethanol has done with corn, driving up prices. The U.S. Department of Agriculture offered a program in Washington to encourage farmers to grow "camelina," a oil seed plant, that already has been used in the jet fuel to power the U.S. Air Force Thunderbirds.

Imagine an entirely new industry that creates a big new market for Idaho's farmers and eventually loggers. It taps the scientific know-how of Idaho universities and the Idaho National Laboratory. It would have the U.S. military and two of the Pacific Northwest's leading companies, Boeing and Alaska Airlines, putting their weight behind it. And it would be tied to a worldwide effort to develop an aviation biofuel industry that could replace 20 percent of jet fuel in less than a decade.

Consider that producing 475 million gallons of biofuel, which would be enough to create a 50-percent biofuel blend to meet the Northwest's aviation demand, would create an estimated 23,000 jobs across the economy, add \$4.1 billion to Gross Domestic Product (GDP) growth and \$445 million in federal tax revenues, and \$383 million for state and local governments, a study showed.

Oregon and Washington leaders already imagined this,

but so far, Idaho is only nominally on board. Boeing, Alaska Airlines, the operators of the region's three largest airports – Port of Seattle, Port of Portland and Spokane International Airport – and Washington State University launched Sustainable Aviation Fuels Northwest in 2010, the first regional group exploring aviation biofuels on a bioregional basis.

Officials from Boeing and Climate Solutions, the group of companies and airports engaged to moderate the effort, laid out their ambitious plans at the Harvesting Clean Energy conference held recently at the Boise Centre on the Grove. Boeing's Michael Hurd revealed the jet manufacturing giant's goal to produce one percent of the world's jet fuel demand – about 500 to 600 million gallons – by 2015. This Northwest consortium is working toward developing a plant to begin production to meet this goal. □

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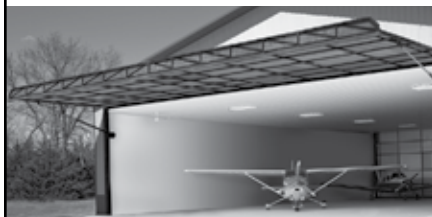
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AIRCRAFT HANGAR SITE LEASES. The City of Glencoe, MN is currently accepting "Options to Lease a Hangar Site" at Glencoe Municipal Airport (GYL), Vernon Perschau Field. Standard option for a non-commercial site is 60' x 60'. Proposed sites should be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

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1977 Piper Archer II - 5786 TT, 1911 SMOH, January 2012 Annual, 2007 Paint, Garmin 430 Nav/Com/GPS, Stormscope, complete logs, standby vacuum system and nearly 1,000 lbs useful load..... **\$49,500**



1958 Cessna 180A Amphibian - Loaded and ready to deliver with fresh annual! Garmin avionics, upgraded 260hp engine, EDO floats, ART wing extensions, 406ELT, JPI700, all logs and too much more to list! **\$149,500**



1965 Beech Debonair 35-C33 - 4335TT, 600 SMOH, 600 SNEW Prop, S-TEC 50 A/P, Dual King Nav/Coms, Dual Yokes, Numerous mods/upgrades, Excellent P&I, May 2012 Annual **\$72,900**



1982 Cessna 414A Ram IV - 6710 TT, 725 SMOH, Garmin 430W, HSI, Color Radar, Dual Transponders, FIKI, A/C, VG's, NDH, June 2012 Annual, 2154 lbs. Useful Load! Motivated Seller! **\$405,000**



1979 Piper Navajo PA31-325 CR Panther 350HP, 7760TT, Only 15 SMOH/SPOH, New Garmin 750 Touchscreen, GNS430, Known Ice, VG's, Winglets, A/C, April 2012 Annual! **\$349,000**



1979 Cessna 310R Rare 203-gal fuel, Garmin 430W, HSI, Color Radar, Known Ice, Fresh Annual July 2012, 9415 TT, 1100 SMOH, Hangared in Midwest..... **\$114,500**

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Wipaire Receives Approval For Wipline 8750 Floats



SOUTH ST. PAUL, MINN. – After 25 years in production, Wipaire has shelved the Wipline 8000 float for the all-new Wipline 8750 float, which was certified in July 2012. Wipaire, Inc.'s engineering team drew upon the successes of the Wipline 7000 and 8000 floats to reinvent a new float for the

Cessna 208 Caravan.

One very significant benefit of the Wipline 8750 is a gross weight increase to 8,750 pounds on floats, an increase of 390 to 750 pounds depending upon aircraft configuration. This weight increase was engineered with the short-haul operator in mind and includes no landing weight limitation on water or land. The Wipline 8750 float also features an improved main gear retraction mechanism designed for low-maintenance operations and an improved oleo design. The extensive redesign also includes more buoyancy in the aft of the float and a modified hull design for improved handling in rough water. These improvements ensure that

the Cessna 208 Caravan will continue to serve both commercial and private operators at the highest levels of utility.

For over 50 years, Wipaire has been engineering and manufacturing a full line of aircraft floats for all sizes of aircraft from the Piper Cub to the Viking Twin Otter, including most single-engine Cessna aircraft. In addition, Wipaire has engineered over 100 Supplemental Type Certificated modifications for improved performance, convenience, and reliability. As a leading aircraft service provider, Wipaire offers maintenance, avionics installation and repair, custom interior design and installation, and exterior paint refinishing all in one convenient location (www.wipaire.com). □

AVIATION LAW FROM PAGE 10

What can we learn from this Interpretation? For starters, the regulations distinguish between “acting” as PIC and “logging flight time” as PIC. So, it is possible that by “acting” as PIC

you can have the responsibility of a PIC, along with the potential liability, but you can't log that flight time as PIC. Doesn't seem fair, but that's what the regulations provide.

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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). □

ONLINE WEATHER FROM PAGE 53 Quick Access To Weather Without A Login

Many online flight planning sites also offer the option to take a quick look at an airport's weather, but if you want a site that doesn't require a login to check on information like METARs, TAFs, and prog charts, Aviation Digital Data Service (ADDS) is a great option. ADDS is a National Weather Service site and has the information organized into tabs across the top for various weather products, as well as other options on the left side of the screen. Using the site to obtain basic weather information is fairly straightforward, but there are a few unique and neat tools on the site as well. The METARs and TAFs Java Tools, located under the “Java Tools” tab or by clicking on “METARs” or “TAFs,” allows users to graphically display the station observations or forecasts as well as other information of interest both graphically and as text when the mouse is pointed at a station on the map. Users

can zoom in to their area of interest and control the number of sites displayed on the map.

For a quick, long-term forecast, the “Weather” page on our website also includes sites like Intellicast and The Weather Channel. These non-aviation sites provide long-term forecasts by day as well as hourly forecasts. While not aviation-specific, they are great supplements to other information, especially when looking to plan a flight a few days out. Both of these sites also provide radar information and interactive maps.

Why You Should Still Call For NOTAMs & TFRs

Even with a large number of QICP weather briefing providers available, it is still a good idea to call Flight Service for an abbreviated briefing just before departure to get updated NOTAM and TFR information. This information can change quite quickly, and while the QICP information providers should

have current information, it is still best to double-check with Flight Service to prevent missing an important piece of information.

The best time to choose and get familiar with an online briefing service is well in advance of needing to use it. Take some time at home or at the airport to try some of the resources available on the Internet. If you are interested in a flight planning service, such as DUAT or DUATS, sign up for an account and get familiar with it. This will make it much easier when the time comes to actually plan a flight or find the weather information you need. Visit our website, www.mndot.gov/aero, and click on “Weather” on the right side to find the homepage for the new MnWAS computers and links to the sites discussed in this article, as well as other aviation-related websites. Contact information is also available on that page if you would like to make suggestions about links for the page or have questions about the MnWAS program. □



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