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ON THE COVER: Geoff Sobering of "Moving Target Photography," captured a member of the AeroShell Aerobatic Team at dusk on June 1, 2012, during the Friday night practice show at "Thunder On The Lakeshore" in Manitowoc, Wisconsin. The AeroShell Aerobatic Team was founded in 1985 and consists of four AT-6 and SNJ warbird aircraft, powered by 600 hp Pratt & Whitney engines. Team members include Alan Henley, Mark Henley, Steve Gustafson, Gene McNeely, Bryan Regan, and Jimmy Fordham. For booking information call 813-507-1799 or email: greg@AeroShellTeam.com (www. AeroShellTeam.com).

Photo by Geoff Sobering of Moving-Target-Photos.com.



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| DEADLINE | ISSUE |
|-------------|--------------------|
| November 1 | December - January |
| January 1 | February - March |
| March 1 | April - May |
| May 1 | June - July |
| July 1 | August - September |
| September 1 | October - November |

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Dialogue

The Sky's No Limit

"Round The World Air Race - 1994"

by Dave Weiman

PALM SPRINGS, CALIF. – You just never know who you are going to meet at the AOPA Aviation Summit. This year in Palm Springs, while having dinner with Harrison Ford (sitting at least four

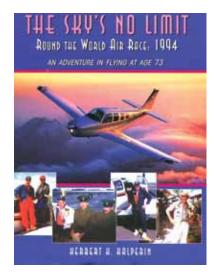


Dave Weiman

tables away) at the "A Night for Flight" charity gala, October 11, the gentlemen sitting to my right remarked that he had flown around the world in an A36 Beechcraft Bonanza.

Flying around the world takes a tremendous about of guts, preparation and money, but my first thought was "a lot of people have flown around the world, so what makes this flight so special?" But when the gentleman autographed a copy of his book for me, — *The Sky's No Limit* — he dared me to "*Try It!*" Considering he was 73 in 1994 when he made the flight, and is 91 today, his book quickly became a must read.

In 1994, Herbert Halperin set out on an around-the-world air race, flying through Morocco, Italy, Greece, Turkey, Syria, Jordan, Saudi Arabia, India, Thailand, Vietnam, Japan, Russia and Canada. The race was organized by the French company Arc en Ciel, and involved competitive participants from several countries flying a variety



of aircraft. It began and ended in Montreal, Canada, and became more of an adventure than anyone imagined before they took off.

Halperin – an electrical engineer, inventor and businessman – and Dr. Wilfred Tashima – a surgeon from Hawaii – encountered problems that required all their skills and resourcefulness to overcome: a bird strike out of St. John's, an instrument panel power failure in Istanbul, and a GPS software glitch while over the Atlantic.

Mother Nature also played an important role throughout the journey with impenetrable conditions, including electrical and dust storms, and severe icing. They had to do a little airway-control wrangling, and deal with politics and international relations in the air and on the ground.

The pilots overcame each problem, even falling behind at two points, and in the process, along with the other

participants, experienced an adventure of a lifetime. When you read the book, you will feel like you are sitting in the right seat during the good times and the bad, like being faced with the threat of being shot down if they touched Bangladesh airspace.

The people they met on the ground were as diverse as the airspace they flew. They attended lavish receptions and witnessed poverty at its worst.

Halperin provides interesting insights into postwar Vietnam and a completely reconstructed Japan. Having traveled the world while serving in the armed forces during World War II, and his subsequent business career, Halperin provides interesting perspectives of "then" versus "now" for the many countries they visited or flew over.

I asked Herb if he would make the flight again: "Yes, with the right conditions. But, it would be much too strenuous at my age now, and the world's political situation would make it far more difficult, dangerous and expensive."

For a personally autographed, hardcover copy of the book, which includes 256 pages and over 90 photos, mail check or money order in the amount of \$35.00 to:

Herbert H. Halperin 159 Madrid Avenue Palm Desert, CA 92260 E-mail: aiches3@aol.com

MORE ON HERBERT H. HALPERIN:

- Bachelor of Aeronautical Engineering, New York University, Class of 1942.
- Elected a "Fellow" in the American Institute of Aeronautics and Astronautics, 2001.
- Principal designer for development and



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testing of the new "Aeromatic" aircraft propeller. This Halperin did right out of college, as an engineer with the most unique situation of authoritative responsibility.

- Director of the Total Electronic Combat System for the Navy's Spruance Class Destroyer. Halperin says that this was the most challenging and largest project he was involved with in scope and responsibility.
- Overall configuration design and development of the Sparrow Air-to-Air Missile thru production.
- Introduced and directed the first National Aeronautics & Space Administration (NASA) Program and Information Management System during NASA's early years before its major growth.
- Director of the Northrop "Anti-Submarine Warfare Program" as base for overall Command and Control.
- Defined and developed the Strategic Defense Initiative Organization's (SDIO) "Star War's" HAVESTING miniature Kinetic Energy Interceptor Program.
- Consultant to Rockwell International during their acquisition and development of the Space Based Interceptor Program.
- Consultant to Hughes Aircraft on their Ground Based Interceptor (GBI) efforts.
- Introduced and conducted extensive briefings on a new concept for "Navy Theater Ballistic Missile Defense" (NTBMD) to the U.S. Navy, leading to the final acceptance by the Chief of Naval Operations (CNO).
- Consultant to Boeing Space Systems after their acquisition of Rockwell International.
 In addition, Halperin has hands-on foreign in-country business experience in

 Canada, United Kingdom, France, Holland, Germany, Sweden, Denmark, Spain, Brazil, Portugal, Switzerland, Monaco, Greece, Israel, Egypt, Iran, Singapore, Malaysia, Japan, South Korea, Italy, Taiwan, Hong Kong, Australia, Mexico, Venezuela, Argentina, and Peru.

LETTERS

Hi Dave:

As the webmaster of the Michigan Private Airstrip Owners Association (MPAOA), may I post a pdf of your fine article (Oct/Nov 2012) at our website?

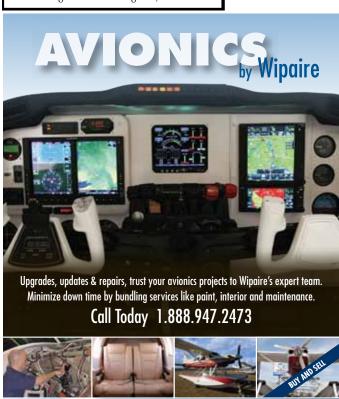
We are pushing for the addition of aviation activities to Michigan's Recreational Use Statutes and have HB5341 in the judiciary committee right now. We are hoping for passage yet this year. I would gladly include subscription information and a link to your website with the pdf. Thank you for your consideration.

John Chapman Michigan Private Airstrip Owners Association (MPAOA) www.mpaoa.org

EDITOR'S NOTE: The goals of MPAOA are as follows:

- 1) Standardize local regulations governing privately owned airstrips by all categories of municipal governments.
- 2) Strive for official recognition by the Michigan DOT Aviation Division of the existence of privately owned airstrips.
- 3) Work to prevent unfair assessment, classification and taxation of privately owned airstrips.
- 4) Pursue local and state legislation to protect private airstrip owners from confiscation and encroachment of air rights brought about by actions of neighbors, utilities and other commercial entities.
- 5) Work to limit liability exposure for privately owned airstrips.
- 6) Work to get privately owned airstrips recognized and protected under the Tall Structures Act.
- 7) Work with the legislature, local governments and utilities to minimize hazards to private airstrips.

Steve Zelle, President



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Does Each Occupant Over The Age Of Two Have To Have His Or Her Own Seat Belt?

by Greg Reigel

he FAA's Office of Counsel was recently asked the question "whether § 91.205(b)(l3) requires that each



Greg Reigel

occupant over 2 years of age have their own individual seat belt in light of the fact that § 91.107 allows the shared use of seat belts in certain situations?" The short answer, according to the Legal Interpretation issued by the Chief Counsel's office, is "no."

The Interpretation observed that FAR 91.107 provides the minimum standards for seat belt use in Part 91 flight and permits aircraft occupants to share seat belts in certain situations. It then noted that FAR 91.205(b)

(l3) prohibits operation of a powered civil aircraft with a standard category U.S. airworthiness certificate under VFR during the day unless it has "[a]n approved safety belt with an approved metal-to-metal latching device for each occupant 2 years of age or older."

Reading these two regulations together, the Interpretation concluded "that § 91.205(b)(13) does not mandate that each aircraft occupant have their own individual seat belt," but rather "permits aircraft occupants to share an approved safety belt with an approved metal-to-metal latching device as long as each occupant who is sharing the safety belt is securely restrained by the approved safety belt."

However, the Interpretation added that FAR 91.107 permits the use of a seat belt and/or seat by more than one occupant "only if the seat usage conforms to the limitations contained

in the approved portion of the Airplane Flight Manual (AFM)." As a result, in order to allow this use of a seat belt or seat by more than one occupant, the Interpretation states that the pilot in command "must also check whether: (l) the seat belt is approved and rated for such use; and (2) the structural strength requirements for the seat are not exceeded," assuming that information is available to the pilot in command.

For more information on FAA interpretation of seat belt requirements, you can also read the FAA's May 24, 2012 "Clarification of Prior Interpretations of the Seat Belt and Seating Requirements for General Aviation Flights."

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

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Sedentary Death Syndrome

by Dr. John Beasley, M.D.
Aviation Medical Examiner
Professor Emeritus and Clinical Professor
Department of Family Medicine
University of Wisconsin - Madison

News Flash:

Watching TV for an hour will reduce your life span by 22 minutes according to a study in the British Journal of Sports Medicine published in 2011. One of my colleagues suggested



Dr. John Beasley

that given the content of TV, we should say that an hour of TV actually shortens your useful life by an hour and 22 minutes.

A little while ago I attended a seminar at Wisconsin Aviation by Mooney guru Bruce Jaeger. We talked about keeping engines and airplanes going well into old age. As part of that, we discussed preventing corrosion in aircraft since corrosion is probably the one thing that can really damage your aircraft beyond repair, assuming you don't turn it into a smoking hole.

This stuff about keeping engines and the airplanes they pull along free of corrosion is relevant to me since my 1980 M20J has achieved "senior" status. In the interest of full disclosure, so have I. So how do we prevent corrosion? There will be some corrosion no matter what we do, but for both aircraft and people, just sitting is probably the very worst thing for us.

With people, as with airplanes, the best preventive maintenance is "activity," and for people this means both physical and mental activity. Put simply, there are no medications I can give you that will make up for inactivity.

"Yeah, sure, John," you say, "I jog 5 times a week, so what are you getting at here?" A year or so ago, I would have agreed that regular exercise should be sufficient. But more recently there have been a few studies showing that inactivity, even in people who are otherwise quite fit, is very deleterious.

So suppose, worst-case, your day job is that of being a mouse jockey sitting in front of a computer. What can you do? A very recent study suggested that if you even just get up, take a break from your sitting job and engage in moderate exercise such as brisk walking for even just two minutes every 20 minutes, that you significantly increase your sensitivity to insulin and thus presumably reduce your risk of diabetes.

Since we know that insulin resistance is the cause of most of the increased health risks related to diabetes, I would strongly suggest doing just that – don't sit for longer than 20 minutes at a time. My best guess is that using a standing desk, or sitting on one of those balance or exercise balls, will also help, but I don't know of any data.

There are other hazards related to just sitting.

Some years ago, there was a study showing that 10% of the people getting off of transatlantic flights have some evidence of blood clots in their legs. The usual recommendations for long commercial flights suggest no alcohol and no coffee because of possible dehydration. Personally, I think that's a bunch of malarkey. You would have to be really dehydrated to affect clotting much. What may matter is to take an aspirin before you go, wear support stockings and, most importantly, annoy your fellow passengers by getting up and walking around at least every hour or so. So there is an advantage to drinking a lot of liquid - you'll have to get up to go to the restroom more

If you are flying a personal aircraft on a long trip, there's not much you can do about this while you are in the left front seat, other than wiggle your feet and legs as much as possible, take the aspirin and use support stockings. Overall, however, if you are in good health, the risk is really low.

Back to exercise and avoiding corrosion...one colleague suggested that the best way to keep living (and flying!) a long time is to make it a daily routine to jog a mile to a bar, have one glass of red wine and jog home. Probably there's something to that! Bon Appetit!

(*Credit:* I owe the term "Sedentary Death Syndrome" to my colleague, Dr. Rod Erickson of Tomah, Wisconsin.)



Interfacing Our Avionics & iPads, ATC, Synthetic Vision & More!

by Michael J. "Mick" Kaufman



Michael Kaufman

address several topics related to instrument flying. I will cover an avionics interfacing problem and how it was solved with an interesting story

from one of our readers. An incident with air traffic control (ATC) that many of us have experienced while flying IFR, was brought to light by another reader. There was an unfortunate accident that "may" have been the result of too much reliance on state-of-the-art avionics, and I will sugggest how to avoid such a trap. We have all wished that our portable electronics devices - especially the iPad - could communicate with our installed panel mounted avionics; there is an option!



Avionics interfacing problems can be isolated and resolved through persistence. In this example, there was a design error in the Garmin GMA 350 audio panel when interfaced with the King KFC 150 auto pilot. When the aircraft was on auto pilot and on an ILS approach, the Beechcraft A36 Bonanza would oscillate as soon as it captured the glideslope signal. The problem was fixed with a wiring change.

In several of my previous columns, I have addressed interfacing problems with avionics installations and have received a story from one of our readers - Greg Stratz of Fond du Lac, Wisconsin. Greg had an issue with the installation of a new "pilot's-dream" Garmin avionics

package. With Greg's permission, I will share his story with you.

The avionics that were involved in this situation consisted of newly-installed Garmin GTN 750 and 650 nav/coms, a GMA 350 audio panel, and the existing King KFC 150 autopilot. After installing the new Garmin package, the autopilot would cause a continuous hunting (porpoising) looking for the glideslope during an approach. The autopilot would be slow in capturing the glideslope and always trying to play catch up. After much work on the part of the avionics shop that did the install, and help from Garmin engineers, it was written off as an anomaly. Greg, however, did not give up his desire to make it work correctly and was able to find two other pilots with the same equipment and the same problem.

Greg's electronic background was a major contribution in solving the problem and got Garmin to reopen the search for a fix. They finally found the



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problem in, would you believe, the audio panel/marker beacon "GMA 350" receiver hook up.

The autopilot had two levels of sensitivity to be certified for a CAT II approach and there was a trigger from the middle marker on the marker beacon receiver that was supposed to change the glideslope sensitivity to a reduced level once passing the middle marker. It was determined that there was a design error in the GMA 350 that didn't play well with the KFC 150 auto pilot and it was corrected with a wiring change (Garmin's installation bulletin 1213a). Greg can now enjoy flying one of the finest avionics packages I have ever seen.

Another issue that was brought to my attention from one of our readers – Galen Manternach of Wisconsin Rapids, Wisconsin – was an issue that many of us have experienced and I would like to focus on this issue in depth with some of my own comments.

Galen was rapidly approaching the destination airport in his A36 Bonanza on an IFR flight plan in IMC conditions and realized that he was quite high and desperately needing lower. If we have had much experience in the IFR system, we can all relate to this experience, so the question is what to do?

Galen asked the controller for lower and was informed he should ask the next sector controller. In a few minutes he was handed off to a new controller and asked for lower. Galen was then given a GPS approach and vectors to join the final approach course, as well as a lower altitude. Realizing that

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he was way above the projected glide path, he made a diving decent to capture the glide path and was able to make the approach with a successful landing.

These are issues that many of us are faced with, and in unpressurized piston airplanes, this dive for the glideslope is not a desirable option. In our instrument training, we are taught to make stabilized approaches and most of us use the "by the numbers concept." For every aircraft, there is a specific flight attitude, aircraft configuration, airspeed and power setting that works the best for each make and model of aircraft while flying an approach. If we fly outside this flight envelope on an approach, it may not be pretty...in fact it can become dangerous and sometimes ends in an accident.

On an approach I made into Chicago O'Hare many years ago, I was asked to maintain 170 kts until on a 2-mile final. This was above the gear and flap speed for the airplane, but knowing that there was an adequate ceiling and visibility, I was able to do it, pulling the power back to idle and pitching up after breaking out of the clouds. I was able to get the gear and flaps down and land successfully. I could not advocate that doing this maneuver was a wise pilot decision, but a learning experience to put in the "never again column." Let's discuss some options that pilots can use if faced with a similar dilemma.

We need to understand that most controllers are not pilots and do not know the limitations of the individual pilots or the aircraft they fly:

Option 1: Ask the controller for vectors to lose altitude.

Option 2: Request a holding pattern to lose altitude.

Option 3: Ask to do a descent in a procedure turn if one is published.

As many pilots know during bad weather, a low instrument approach can be a stressful experience, and a bad vector or a rapid descent can just bump up that stress level.

If you have ever listened to pilots talking to controllers during these types of approaches, you can sense this in the sound of their voices. A vector that can lead to an uncomfortable approach can often end up in a missed approach and a further increase in that stress level especially with a load of ice or in the vicinity of a thunderstorm.

When I train pilots, I emphasize that they need to show command authority when communicating with ATC. Senior airline pilots do, so we as GA pilots also need to let ATC know what we need, and if asked to do an unreasonable action, inform controllers of either your or the aircraft's limitations. You are pilot in command (PIC) of the aircraft and responsible for the safety of your aircraft, passengers and yourself.

Today, we have so many enhancements in avionics – all with the goal of making our job as pilots easier and safer, but no gadget can replace good training and our exercising of good judgment.

A high-profile accident recently happened during a lowweather conditions approach to the Wausau, Wisconsin airport. It involved a very well liked and well-respected pilot who was fortunate to have survived the accident. Unlike many who are eager to criticize the judgment of others, I will never do that, as no one ever knows all the circumstances, unless they were in the aircraft. I am not a "Monday Morning Quarterback."

The aircraft was equipped with "synthetic vision," a display that provides a view of what the pilot should see if he could see out the windshield. This system provides useful information, but does not show some obstructions that are not documented, and should not be used in lieu of published approach minimums. We do not know if the pilot was using this "synthetic vision" prior to the crash, but having this device available in the aircraft is a definite temptation. I encourage all pilots to fly approaches as a procedure, and if at the end of the procedure we can land, great, but if not, don't hesitate to do the missed procedure. Whatever you do, do not descend below published minimums – or your own personal minimums if they are higher.

I would also like to briefly mention another graphic display device, "FLIR" (Forward Looking Infrared Radar). It is another device that has been installed on aircraft, similar to synthetic vision, but provides a real-time image and can show obstructions, vehicles, persons and animals that may be a hazard to the pilot during a restricted visibility landing in "real time."

I had the opportunity to participate in a flight demonstration of a FLIR that was installed in a Bonanza and was very impressed. All of these devices are intended to make flying safer, but they are not a substitute for good training and the exercising of good judgment.

I would like to finish this column with an update on available avionics that many of us have thought of and wished would appear for some time.

Wouldn't it be great if our iPads, or other portable electronics, could interface and communicate with our panelmounted avionics? There are wiring setups that allow your panel-mount equipment to communicate with your portable GPS units, but they are not bi-directional, so you cannot send a flight plan from the portable to the panel-mount units.

"Connected Panel Technology" (http://www. connectedpanel.com) is producing a wireless connection appliance that will allow you to transfer the bi-directional data between your iPad running "Foreflight," and panel-mounted devices. Many of the avionics companies have signed on to support this interface and can be viewed at the above website.

"Guardian Avionics" is producing the AERO 454 – an interface that will connect to up to three iPads in the aircraft and will display information on the flight plans in your panel-mounted avionics. This unit is not bi-directional, but is supported by numerous aviation applications, and most Garmin and King avionics. Additional information on this equipment can be found at (http://www.coguardian.com).

Till next issue, abide by published minimums, or your own if higher, and have a safe flight!

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Pitch Trim Can Work For You or How Smoothly Can You Fly?

by Harold Green

n often used and frequently misused control in an airplane is the "pitch trim." Frequently it is used just to relieve the pressure on the elevator control, or the force the pilot must exert to keep the plane level. This discussion is not intended to introduce new material, but simply to review what we all learned when we began our flight training.



Harold Green

When conducting flight reviews, instrument proficiency checks, or new customer checkouts, more often than not, the pitch trim is either ignored or not used to the extent it could be.

Using the natural stability of the airplane in combination with the pitch trim can permit much smoother flight control and reduced pilot workload. This is emphasized during instrument training and it is not at all unusual for new instrument pilots to be complemented by their usual passengers on how smooth they have become. This is invariably due to their use of the power/pitch control to let the airplane do what it was designed to do.

While virtually everyone is taught how to trim the airplane properly, this skill seems to deteriorate with time. It is not uncommon to see pilots - student or certificated - reach cruising altitude, throttle back and then immediately set the trim, hoping for hands off level flight. Then as the airplane speeds up they re-trim and re-trim and re-trim. Some, even for long periods of time, fly with their hands near the trim control. Since trim (really negative lift on the tail) is speed dependent, the trim cannot be finally set until the power, airspeed and pitch are stable. Then aggravating the situation, pilots often use trim to change pitch, which changes airspeed, which changes the trim speed point which causes them to change the trim and so on for long periods of time. A more effective technique after setting power to the desired level is to hold the pitch manually until the airspeed is stable, and then set the trim to eliminate the inevitable pressure on the elevator control. This will take a couple of tries until getting used to using the trim in this way. Once this technique is mastered, setting the pitch trim is no longer a long and tedious process.

We know that key elements of a stable airplane are the locations of center of lift, center of gravity and down force on the elevator. The center of lift, located behind the center of gravity, becomes the fulcrum of a teeter-totter with center of gravity at one end and downward, or negative, lift at the other.

The horizontal stabilizer produces downward lift to keep the nose at a pitch so that airflow over the horizontal stabilizer produces a downward force, which balances the aircraft pitch. This down lift is a function of airflow over the horizontal 14 DECEMBER 2012/JANUARY 2013 MIDWEST FLYER MAGAZINE

stabilizer. When we change the power setting, we change this situation, but the balance will stay essentially the same because the system must return to the stable point, which in turn means there is the same airflow over the horizontal stabilizer. This means that adding power, and hence increased airflow over the elevator, will cause the airplane to pitch up until the downward lift once again balances the force at the center of gravity. Reducing power will result in reduced airflow, and hence reduced downward lift, over the elevator until that downward lift returns to balance in a descent. If the trim is changed, the airspeed will change because the downward force and hence pitch of the airplane will change. The extent of power change, for which this holds true, is limited depending on the airplane. However, the airplane can be trimmed at a wide range of airspeeds and over a reasonable range of power settings.

Naturally, the range of stability with power depends on the airplane design. In general, high-performance airplanes will be more sensitive and have a reduced range of stable power/ airspeed. However, the basic principles apply to all because the airplane cannot be certificated if it is unstable and all stable airplanes will react as described.

This can be demonstrated by trimming the airplane for level flight at a fixed power setting and noting the airspeed. Once this is done, gradually change the power setting a few percent, and without changing the elevator force while maintaining heading with the rudder, watch what happens to the airplane.

If power was increased, the airplane will climb and the airspeed will stay the same. The rate of climb will be dependent upon how much power was added. If power was decreased, the airplane will descend and the airspeed will stay the same. The rate of descent will be dependent on how much you reduced the power.

NOTE: If the power change was too abrupt, the airspeed will fluctuate above and below the original airspeed, but will eventually return to the level flight airspeed for which it was trimmed. This works because, as described earlier, the downward lift produced by the horizontal stabilizer will produce the same force at the same airspeed. The airplane was balanced at the beginning and it will return to that balance and hence the same airspeed.

Also, note that large excursions of power may result in a change in airspeed because drag effects tend to be non-linear so these effects will cause the airspeed to vary from what you set. However, there is a large range of airspeeds about which you can trim the airplane.

In general, in most airplanes it is possible to set level hands off flight at the approach speed and maintain this speed while reducing power to produce the required approach descent rate. The airplane configuration with respect to gear, flaps, etc., must also be taken into account.

For example, when descending from cruise while properly trimmed, it is only necessary to reduce power. The airplane will then descend at the established cruise speed. Upon reaching desired altitude, it is only necessary to return power to the original setting. Also, when climbing to a new altitude, advancing the power will cause the airplane to climb at approximately the airspeed existing at the time of power advance. By adjusting the power in both cases, the rate of climb or descent can be set. This technique reduces pilot workload and encourages smooth control operation.

NOTE: As stated earlier, if the power adjustment is too great, the airspeed will not maintain its original value.

Instrument approaches become much smoother by setting power to produce the desired rate of descent. Once this is established, approaches become much simpler. Before the final approach, trim the airplane for level flight at the desired approach speed. At the final approach point, simply reduce the power to provide the necessary rate of descent and the plane slides down the glide-slope at the trimmed airspeed. If the desired descent rate is not achieved, all we need to do is adjust power to achieve it. Since our airspeed remains virtually constant, non-precision timed approaches become much easier. In some complex airplanes, it only becomes necessary to lower the gear to produce the desired rate of descent. The upshot of all this is that pilot workload is reduced dramatically.

There has always been spirited discussion whether airspeed or altitude is controlled by pitch or power. The truth is that depending on the flight regime, either one does either. If you don't have enough power, pitching up will cause a stall. If you don't hold pitch, power will cause a change in altitude and if you reduce power enough you will stall if you hold too high a pitch. After all, we are operating in three dimensions and energy control is the name of the game.

As a final note consider the following: Since by trimming the airplane to descend at a given airspeed will maintain a stable descent rate, should a VFR pilot inadvertently enter instrument meteorological conditions, a possible "out" assuming the airplane is reasonably well trimmed – is to reduce power until the airplane begins a gradual descent, and then hold heading with the rudder while not touching the control wheel (or stick). Sit on your hands if necessary. The airplane will descend at a reasonable rate and by holding the heading, a graveyard spiral will be avoided. Simply by restoring power, the descent can be halted. In addition to the classic 180-degree turn, I teach this technique as a part of the three-hour instrument requirement for the Private Pilot Certificate.

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

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REGIONAL REPORTS

\$100 Million & Much More!

by Bryan Budds, Manager AOPA Great Lakes Region

s 2012
came to
a close,
all seven AOPA
Regional Managers
came together at
the AOPA Aviation
Summit held
this year in Palm
Springs, Calif.,
October 11-13, to



Bryan Budds

discuss the first year of the revamped regional program and to outline our plans for the future. During those conversations, a year-end ledger of sorts was compiled of our activity across the country. I was impressed, but not at all surprised given the caliber and dedication of the regional managers, that

our activity – coupled with the AOPA Government Affairs staff at headquarters – saved our members more than \$100 million in state taxes alone. Locally, a portion of that total comes from the prevention of registration fee hikes and fuel tax increases totaling a savings of more than \$13 million to pilots who fly in Michigan and Illinois.

But that \$100 million saved is only part of the regional manager story. Government interaction on behalf of AOPA members is certainly a large part of what we do, but it is not all we do.

Over the course of this year, the regional manager team attended more than 125 events that would have been beyond the reach of AOPA prior to 2012. I'm very proud to say that AOPA was able to support or attend events in each of the eight (8) states that encompass the Great Lakes Region,

with many states having multiple events. From the AOPA "Pilot Mix and Mingle" in Madison, Wisconsin, to the AOPA exhibit at the Upper Midwest Aviation Symposium in Bismarck, N.D., to the AOPA booth at Mason Aviation Days in Mason, Michigan and many, many more, AOPA has greatly extended its reach into the local pilot community. This direct interaction with members and pilots is key to our mission and remains our central focus as we look forward to 2013.

As AOPA sets it sights on the now fledgling legislative sessions in the Great Lakes Region, keep an eye on your email inboxes for AOPA Action Alerts on policy issues in your state. Your local voice is absolutely critical to our success working with states. In the meantime, I'm always happy to talk with you directly at bryan.budds@aopa.org or www.twitter.com/aopagreatlakes, www.aopa.org/asn or attend the 2013 AOPA Aviation Summit, October 10-12 in Ft. Worth, Texas.

bryan.budds@aopa.org

Wrapping 2012 And Looking Forward To 2013

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

by Yasmina Platt Regional Manager, AOPA Central Southwest Region

elieve it or not, we are almost in 2013 (well, as long as the Mayans were incorrect and 2012 is not the end of the world! ha!). I want to start by thanking you for allowing me to



Yasmina Platt

represent your general aviation interests in your state and in the Central Southwest Region. We are wrapping the first year of the AOPA Regional Manager Program, and I feel that it has been a productive year in terms of state and local advocacy and member engagement.

We are continuing to fight the proposed closure of St. Clair Regional

Airport (K39) in Missouri and have asked the FAA to informally investigate a number of potential grant assurance violations at Millard Airport (MLE) in Omaha, Nebraska. We also showed our support of Hay Springs Airport (4V6) in Nebraska upon its proposed closure, and appreciate the willingness of Short Field Aviation to renovate Excelsior Springs Memorial Airport (3EX) in Missouri by way of leasing the airport.

In addition, we started working on 2013's state legislative initiatives a few months ago. Senator Bob Krist will be reintroducing "the now old LB352" to Nebraska's Unicameral, which would extend the approach zones from the current three (3) miles to 10 miles from the end of every IFR runway to increase safety and promote good land-use planning. We are further considering a few bills in Missouri and monitoring Kansas and Iowa for any developments.

For those who attended this year's

AOPA Aviation Summit in Palm Springs, California, thank you! I really enjoyed meeting those of you I came across. The biggest announcement was AOPA's Flying Club Network. You can read all about it on www.aopa.org. Next year... Summit will be in Fort Worth, Texas, October 10-12, 2013. That's right... in our region! I am very excited and hope to have great participation. Mark your calendar because I hope to see you there! :)

Long before Summit, however, I will be in Kearney, Nebraska, January 23-25, 2013, participating at the Nebraska Aviation Council (NAC) Symposium. When the agenda is published, take a look at it. I will be teaching a couple of seminars that might be of interest to you.

Stay up-to-date on the happenings within your region by following http://twitter.com/AOPACentralSW and, as always, feel free to contact me if there is anything we can do to help, or if you hear of any issues we should be aware of: yasmina.platt@aopa.org.

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We Have Winners!

by Craig L. Fuller President & CEO Aircraft Owners & Pilots Association



Craig Fuller

f you're a pilot, you owe a debt of gratitude to at least one flight instructor. For some of us, the list of instructors and mentors is long. But whether your flying experience includes one

instructor or dozens, you know that you could not have learned to fly without some expert guidance.

But for all our personal gratitude for the flight instructors and schools who coach us from tentative beginner to confident pilot, there is very little public recognition for these hardworking professionals.

We're changing that. At AOPA's Aviation Summit a few weeks back, I had the chance to recognize some exceptional flight schools and CFIs, the winners of the very first AOPA Flight Training Excellence Awards.

We received nearly 2,500 nominations for the awards. And the stories that emerged from the nomination process were impressive and inspirational. Among our winners are instructors who use social media to keep their students engaged; schools that take students on international fly-outs; and training programs that use simulators to save students time and money. At some schools, students can fly both the newest technically advanced aircraft and open-cockpit planes from a bygone era.

There's no easy way to choose winners, but our awards committee did manage to narrow it down. Ultimately, we selected seven flight schools and three flight instructors as our first award winners. It's our hope that the winners will serve as models and offer inspiration to other training programs and CFIs.

I know there are many more schools and instructors that are creating great training environments for students.

And we want to hear about them. Soon

From AOPA Headquarters

we'll begin accepting nominations for the 2013 Flight Training Excellence Awards at flighttraining.aopa.org/ awards. I hope you'll nominate a CFI or flight school that has made a difference in your aviation journey.

2012 AOPA Flight Training Excellence AWARD WINNERS

Flight School Awards

- Aviation Adventures, Leesburg, Virginia
- East Hill Flying Club, Ithaca, New York
- Rochester Aviation, Rochester, New Hampshire
- Summit Aviation, Belgrade, Montana
- The Flight School, Cypress, Texas

Flight Instructor Awards

- Kevin Bradford, Dubuque, Iowa
- Timothy Miller, West Jordan, Utah
- Devan Shepherd, Shoreview, Minnesota

Student's Choice Award

- Aviation Adventures, Leesburg, Virginia

President's Awards

- Redbird Skyport, San Marcos, Texas
- Tailwheels, Etc., Lakeland, Florida

Ask Pete!

by Pete Schoeninger

Email your questions to Pete@Flymilwaukee.com

Q: Last Winter when I pulled my airplane out of a heated hangar, it immediately was covered with frost on a couple of occasions. How can I prevent this?



Pete Schoeninger

A: If the hangar is small and you are the only occupant, turn off the heat, and open the door a little to allow your airplane skin to cool slowly. Ice is formed when your warm airplane surfaces heat humid air causing condensation, but then as the wing

cools, that turns to frost/ice. Another thing some people do is to cover the wings and tail with plastic sheeting when they pull the airplane outside. Let the airplane cool a little (while keeping the engine heater plugged in if possible), then remove the plastic sheeting, which might contain a little ice or frost that might have been on your wings.





Aircraft on display outside the Palm Springs Convention Center, following the "Parade of Planes" from Palm Springs International Airport.

Matthew Olafsen Photo

by Dave Weiman

PALM SPRINGS, CALIF. – The AOPA Aviation Summit, October 11-13, 2012, showed signs of stardom from both Hollywood and the GA community. Regardless of wealth, fame or the lack thereof, pilots came together to network, learn, socialize and have a good time in a setting of its own.

The first official day of the Summit was Thursday, but it really took off the day before on Wednesday with the "Parade of Planes" taxiing down the streets from Palm Springs International Airport, to the convention center.

Observing singles, twins, and jets parade down the streets is fun...

Observing the general public coming out in droves to witness this feat is good

public relations. Anyone who missed the parade to the convention center on Wednesday had another opportunity to watch the parade go back to the airport on Saturday at the close of the Summit. Without question, attendance at the outdoor aircraft displays increases when the host city can accommodate AOPA's Parade of Planes, and not every site can.

The other Parade of Planes took place in nearby Los Angeles with the transport of Space Shuttle Endeavour from LAX to the California Science Center in Exposition Park – a 12-mile journey, which began on Saturday, October 13, and ended the next day. The shuttle once orbited at more than 17,000 mph. Its top speed through Inglewood and southern Los Angeles for its final voyage was 2 mph and at a cost of \$10 million, which was paid by the science center (www. californiasciencecenter.org). Check out the time lapsed video at the L.A. Times' website: http://framework.latimes.





Space Shuttle "Endeavour" departs Kennedy Space Center for its next mission at the California Science Center in Los Angeles. Endeavour had its own parade down the streets of Los Angeles during the AOPA Aviation Summit. Matthew Olafsen Photo



(L/R) A Cirrus SF50 personal jet face-to-face with an Aviat Husky.



Minneapolis industrialist, Bob Pond, may be gone, but he left behind his collection of World War II aircraft for the world to enjoy at the Palm Springs Air Museum. Pictured here is a Corsair on display at the AOPA Aviation



Lancair Evolution

com/2012/10/15/time-lapse-videospace-shuttle-endeavours-trek-across-l-a.

Also be sure to read or re-read Matthew Olafsen's article entitled "NASA Ends Endeavour's Journey" in the June/July 2012 issue of Midwest Flyer Magazine, about his private tour of Endeavour at Kennedy Space Center (http://www.midwestflyer. com/?p=4939).





Piper Meridian



AOPA President and CEO Craig Fuller welcomes members to the Aviation Summit.

Matthew Olafsen Photo

Endeavor's mission isn't over... It's just changed!

Summit Attendance Good!

Nine thousand, two hundred (9,200) people packed the convention center in Palm Springs, and all 400 exhibit spots were taken, leaving another two dozen or so exhibitors in the hallway – a good sign for GA and the U.S. economy.

Impressive was the ingenuity in aircraft technology on display. The winners were the manufacturers that could demonstrate that the benefits of their products outweigh their cost. That same principle is what AOPA has been telling the FAA as to what "NextGen" needs to gain widespread acceptance. Show us that the benefits of upgrading our



The Arion Aircraft Lightning LS1 is a high-performance Light Sport

avionics far exceed the cost of doing so. It may be great for the airlines and corporate jets, which can defray the cost over hundreds and thousands of hours flown each year and help reduce their fuel burn. And it may be great for the FAA in reducing staff requirements. Now make it cost-effective for us, the little GA aircraft owner barely hanging on by a shoestring, struggling to put enough \$6.00 per gallon gas in our 40-year-old planes to fly maybe 100 hours a year, and an occasional flight into controlled airspace.

NextGen, or the modernization of the air traffic control system, was one of several topics raised by AOPA President Craig Fuller in his one-on-one with FAA Acting Administrator Michael Huerta. Unfortunately, Huerta was less than revealing as to what NextGen will cost aircraft owners.

It was good to see former FAA Administrator Randy Babbitt (2009-2011) walking the exhibit halls and shaking the hands of fellow pilots. Babbitt got the shaft when he was picked up December 3, 2011 in Fairfax City, Va., for a possible DUI, charges which were later dismissed. Southwest Airlines has recently picked him up too, but to work in labor relations. When I caught up with Randy, he was visiting with our beloved mentor, Bob Hoover, 90, who was at the Summit autographing his book "Forever Flying."

Exhibitors

Among the exhibitors was Alan Klapmeier with the Kestrel propjet. Klapmeier seems fully aware of his competition, but believes that the new pressurized composite will fly circles around it.

Kestrel Aircraft Company has selected the Honeywell TPE331-14GR engine, which produces 1759 thermodynamic horsepower, but is flat rated to approximately 1000 shaft horsepower to allow for better high-altitude, high-temperature





Lockheed Martin Flight Services described its new Automated Flight Service Station Adverse Condition Alerting Service (ACAS) and Pilot Web Portal for general aviation pilots at its exhibit at the AOPA Summit.



the showman, Mr. Bob Always Hoover.



(L/R) AOPA Foundation President Bruce Landsburg and AOPA President Craig Fuller with Alan Klapmeier at the Kestrel Aircraft display.

performance.

The six to eight-seat, all-composite aircraft cruises at speeds around 350 knots up to 31,000 feet and will sell for around \$3 million once it has been certified. Kestrel moved its headquarters from Brunswick, Maine to Superior, Wisconsin in 2011 (www.kestrel.aero).

During the AOPA Aviation Summit, Klapmeier accepted an invitation to be

the keynote speaker at the Wisconsin Aviation Conference, April 20 thru May 1, 2013 at the Madison Marriott West in Middleton, Wisconsin. For conference details, refer to the

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RV-12 Light Sport Aircraft



AOPA President Craig Fuller (right) congratulated Dick "Van" VanGrunsven (left) on the announcement of the new Van's Aircraft RV-12 Light Sport Aircraft.



Field Morey of Morey's West Coast Adventures was promoting his instrument and back-country training flights to Alaska.

Wisconsin Airport Management Association website www. wiama.org/ and future issues of *Midwest Flyer Magazine*.

Alan's brother, Dale Klapmeier, cofounder of Cirrus Aircraft, was also at the Aviation Summit with the Cirrus lineup of piston aircraft and their SF50 personal jet, which is undergoing certification. A check for \$100,000 will reserve you a production slot for the \$1.6 million aircraft.

Keynote Speakers

There were several excellent speakers at the Summit including pilot/actor Harrison Ford; the editors of AOPA Pilot magazine who told of their adventures flying outside the United States; a combat veteran who despite losing an arm and a leg, managed to obtain his Sport Pilot Certificate; and of course, AOPA President Craig Fuller, who shared his experience flying the back-country of America in his Aviat Husky.

For the elites, there was "A Night for Flight" charity gala on October 11 to support the work of the AOPA Foundation. Some 400 members paid \$250.00 a plate to attend the reception and dinner, half of which was tax deductible. For \$2,500.00, you could sit at Harrison Ford's table. A silent auction raised even more money, including \$70,000 to go flying with Harrison Ford.

The meal and silent auction were interrupted briefly with a little comedy from "Fuller and Ford," and pilot/comedian, Dave Coulier, best known as the loveable Uncle Joey on the 1990s sitcom "Full House."

Brian Landsburg is president of the AOPA Foundation, which is involved in everything from sponsoring safety seminars and online programs, to preserving and improving community airports, growing the pilot population, and educating the public of the benefits of GA (www. AOPAFoundation.org). *All good stuff!*

Harrison Ford stayed over Thursday night and was the featured speaker for the general session Friday morning. Ford, who saved GA hundreds of thousands of dollars in lobbying by working the halls of Congress two years ago, discussed how aviation helped him reinvent his life, and why all pilots should share the value of aviation with the public. "I love it (flying) as much now as when I first got the taste," Ford said. Completing three films this year made it more challenging to go flying as much as he would have wanted, but he vows to make up for it in 2013.

Another speaker who grabbed everyone's attention was former U.S. Marine Sgt. Adam Kisielewski, 28, who lost his left arm and part of his right leg in combat in Iraq in 2005. Adam overcame his injuries to learn how to fly a Light Sport Aircraft, thanks to an "Able Flight Scholarship." He soloed on March 14, 2012, and earned his Sport Pilot Certificate in April. At the Summit, Kisielewski shared how he became interested in flying and how he learned to maneuver an aircraft with one arm. A family man with a 2-year-old son, Kisielewski now plans to go for his Private Pilot Certificate as his budget allows (http://ableflight.org/).





Deeply Engaged

With every group of pilots I meet, I talk about the importance of getting engaged—with advocacy, with politics, and with general aviation. At AOPA's recent Aviation Summit in Palm Springs, I had a chance to see thousands of pilots who were deeply engaged.

They came to learn more about the issues affecting our future. They came to explore the newest aviation products. They came to learn from experts during more than 100 hours of educational programming.

And they discovered something unexpected—each other. When you get thousands of pilots together in



one place, the energy is powerful. But when you add in opportunities to network and interact, so that individuals with shared interests can get connected, the result is truly potent.

During Aviation Summit, I saw pilot communities growing before my eyes. Roundtables gave pilots a chance to learn from the experts and from each other in a discussion-group format. Some pilots were so engaged they continued their conversations long after the formal discussions had ended. They exchanged contact information and ideas. They launched friendships and professional relationships.

This kind of interaction, built around shared interests and goals, gives pilots a support network of peers – a community. But we need to build our aviation communities every day, not only at big annual events like Summit.

If you are lucky enough to have that sense of belonging that comes from being part of a community, look for ways to broaden and deepen those connections by hosting get togethers, planning fly-outs, and seeking new learning experiences to share.

If you don't feel like part of a community, why not be the catalyst that starts one. Hold an event at your airport. Introduce yourself to pilots at your field. Create an opportunity for pilots to meet.

At AOPA, we believe in the importance of community. So why not work together to build communities large and small. It's one more way we can help keep GA strong.

Craig L. Fuller

AOPA President and CEO



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



(L/R) AOPA President Craig Fuller enjoys a little humor with pilot/actor and GA supporter, Harrison Ford, at "A Night for Flight" charity gala at the Palm Springs Riviera Resort.

Dave Weiman Photo

When the morning general sessions were over, the information and training sessions began, and the exhibit hall opened. Among the session speakers was aviation author and



(L/R) AOPA Pilot magazine editor, Dave Hirschman, congratulates former U.S. Marine Sgt. Adam Kisielewski for receiving his Sport Pilot Certificate. Kisielewski lost his left arm and part of his right leg during combat in Irag in 2005.

AOPA Photo

flight instructor, Rod Machado, who packed them into the main hall with his wit and knowledge.

The American Bonanza Society combined its annual convention at the AOPA Aviation Summit. Bonanza owners had their own sessions and social events, but also participated in Summit activities.

AOPA Puts Emphasis On Lowering The Cost of Flying

Flying clubs have long been the most affordable means of flying, and because of that, AOPA announced during the Summit that it is putting emphasis on developing a "flying club network" to spur GA growth.

As the aviation industry seeks to reverse rising costs and a decline in pilot

numbers, flying clubs can be part of the solution, says AOPA. Flying clubs offer affordability, but also a sense of community, quality instruction, an entry point to aviation, a means to stay flying as a retiree, and a viable business model. Flying clubs may also help reduce student pilot dropouts if promoted during flight training.

State-Level Aviation Advocacy

AOPA's Airport Support Network (ASN) continues to grow, and AOPA's new regional manager program celebrated its first anniversary at the Summit. A team of seven full-time regional managers are now focused are building government relations and strong local aviation communities. By all accounts, the program has been successful as evident by the reports published in *Midwest Flyer Magazine* by AOPA Great Lakes Regional Manager Bryan Budds, and Central Southwest Regional Manager Yasmina Platt. Budds and Platt were on hand at the Summit to meet members in their regions.

AOPA Aviation Summit 2013

AOPA Aviation Summit 2013 will be held October 10-12, east of the Rockies in Fort Worth, Texas, making it more affordable and less time consuming for pilots from the Midwest to attend. Begin now to make personal travel and vacation plans to attend, and consider organizing a "plane pool" with spouses or fellow pilots. For details refer to www. aopa.org, or call 1-800-USA-AOPA.

See you in Fort Worth!



Pilot, City Commissioner Honored With AOPA's Let's Go Flying Award

PALM SPRINGS, CALIF. – The Aircraft Owners and Pilots Association (AOPA) has named Jamie Beckett of Winter Haven, Fla., the recipient of its 2012 "Let's Go Flying Award," for his efforts in promoting and defending general aviation. The award was presented during the AOPA Aviation Summit in Palm Springs, Calif., October 11, 2012.

The son of a U. S. Air Force pilot and a Pan Am captain, Beckett blazed a trail in aviation advocacy by founding and serving as chairman of the Polk Aviation Alliance. The alliance was created to bring together the management of Polk County's municipally owned airports, as well as that of Sun 'n Fun, Fantasy of Flight, the Seaplane Pilots Association, the Central Florida Aerospace Academy, Polk State College, and various government agencies.

The Let's Go Flying Award honors the individual or organization that best demonstrates the passion and commitment needed to ensure the future of general aviation. Previous recipients include: 2011, Mireille Goyer, creator of the annual Women of Aviation Worldwide Week initiative; 2010, U.S. Marine Capt. Gabriel Glinsky, a V-22 Osprey pilot who taught a civilian ground school during a nine-month combat tour in Afghanistan; and 2009, actor/pilot Harrison Ford.

Nick Carlucci Named Winner of AOPA's Laurence P. Sharples Perpetual Award

PALM SPRINGS, CALIF. – The Aircraft Owners and Pilots Association (AOPA) named Nicholas F. Carlucci, Jr., the 2012 winner of the prestigious Laurence P. Sharples Perpetual Award – one of AOPA's two highest honors – during the AOPA Summit in Palm Springs, October 11, 2012.

A past president of the Venice Aviation Society, Inc. (VASI) at Florida's Venice Municipal Airport (VNC), Carlucci has been recognized for his work on securing the longevity of the airport through informing elected officials, welcoming the general public to the airport to demonstrate its importance, and effectively using the local media and internet to showcase the airport's contribution to the community.

AOPA Awards Flight Training Scholarships

PALM SPRINGS, CALIF. – The Aircraft Owners and Pilots Association (AOPA) awarded four \$5,000 flight-training scholarships October 11, 2012 during the AOPA Aviation Summit in Palm Springs. The scholarship money can be applied toward flight training costs for an FAA sport, recreational, or private pilot certificate.

This year's recipients are: Waner Del Rosario, Fort Myers, Fla. (ASA Flight Training Scholarship); Matt Metcalfe, Guntersville, Ala. (Jeppesen Flight Training Scholarship); Thomas Newman, Brighton, Colo. (Jimmie Allen Flying Club Scholarship); and Emma Quedzuweit, Weimar, Calif. (Richard J. Santori Memorial Scholarship).

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Iowa & Minnesota Flight Instructors Nationally Recognized

PALM SPRINGS, CALIF. – The Aircraft Owners and Pilots Association (AOPA) announced October 10, 2012, the winners of the inaugural "Flight Training Excellence Awards" at the AOPA Aviation Summit in Palm Springs, Calif. Selected from almost 2,500 nominations, the awards recognize schools and flight instructors that are providing the very highest standard of training and customer service.

The five flight school award winners are: Aviation Adventures, Leesburg, Virginia; Rochester Aviation, Rochester, N.H.; the East Hill Flying Club, Ithaca, N.Y.; The Flight School, Cypress, Texas; and Summit Aviation, Belgrade, Mont.

The three flight instructor award winners are: Timothy Miller of Leading Edge Aviation in West Jordan, Utah; Kevin Bradford of the University of Dubuque in **Dubuque**, **Iowa**; and Devan Shepherd of **Shoreview**, **Minn**.

The president's award winners are Lakeland, Fla.'s Tailwheels, Etc. and San Marco, Texas-based Redbird Skyport. Finally, the student's choice award winner was Virginia-based Aviation Adventures, which also won under best flight schools.

"We created the Flight Training Excellence Awards as part of a longterm, industry-wide effort dedicated to increasing the percentage of students who earn a pilot certificate," said



(L/R) Flight instructors, Kevin Bradford of the University of Dubuque (Iowa) and Devan Shepherd of Shoreview, Minnesota, received AOPA's inaugural "Flight Training Excellence Award."

AOPA CEO Craig Fuller. "We feel it's important to have positive role models, so we are encouraging the industry to look at these examples of success and draw inspiration and encouragement from them."

The Flight Training Excellence Awards program, announced in January, received nominations via a special website that guided reviewers through a detailed questionnaire. This allowed schools and instructors to be measured against 47 distinct elements that AOPA's research has shown to create an optimal flight training experience.

The program has allowed AOPA to identify and recognize the highest levels of achievement, with the goal of encouraging others to adopt the characteristics of success. The process also created an extensive database of information on how customers feel flight schools and instructors are performing. This data will form the backbone of further efforts to promote a more professional, predictable and customer-centric approach to flight training.

The Flight Training Excellence Award winners will each receive a custom trophy and the support of a public relations agency to help promote their success locally. Plaques will also be sent to an "Honor Roll" of 75 schools and instructors who all demonstrated a high standard of accomplishment.

The awards will continue on an annual basis under the umbrella of AOPA's new "Center to Advance the Pilot Community," which has been established to help reverse the slow decline in the pilot population.

For profiles on all award winners, and the full Honor Roll list, go to http://flighttraining.aopa.org/

Wichita Aero Club Creates Edward W. Stimpson Scholarship

WICHITA, KAN. – The Wichita Aero Club has announced the creation of the Edward W. Stimpson Scholarship to honor the memory of the late President of the General Aviation Manufacturers Association (GAMA) and ICAO Ambassador for those applicants who seek to make a significant contribution to the aviation industry upon completion of their education.

Stimpson, along with Russ Meyer

at Cessna and others, helped spearhead the effort to pass the General Aviation Revitalization Act of 1994, which helped preserve or create many thousands of jobs.

For more information on the Wichita Aero Club, the Ed Stimpson Scholarship or events, call 316-681-4491 or visit the WAC website at www.wichitaaeroclub.org.

Let's Fly & Dine

New Restaurant At Rochelle

ROCHELLE, ILL. – There's a new restaurant a Rochelle Municipal Airport (KRPJ) called the "Flight Deck Bar & Grill" at the Chicagoland Skydiving Center. The restaurant is open beginning at 11:00 am, Monday thru Friday; and 7:00 am on Saturday and Sunday.

26 DECEMBER 2012/JANUARY 2013 MIDWEST FLYER MAGAZINE

GA Helps Out National Football League



A 17-plane fly-over at Arrowhead Stadium, Kansas City, Missouri.



KANSAS CITY, MO. – When the U.S. Navy Blue Angels and the U.S. Air Force Thunderbirds aren't available, who does the National Football League call for a fly-over? General aviation, of course.

On October 7, 2012, several groups of RVs came together to make a 17-plane formation flyover at Arrowhead Stadium in Kansas City, Missouri – home to the Kansas City Chiefs. The Chiefs were playing the Baltimore Ravens that day.

The RV groups represented in the photo above are KC Flight, West Coast Ravens, Falcon Flight, Hawks, and Cincy River Rats. Each aircraft had custom-fabricated smoke canister holders for their wings and trailed pink smoke, as this was a Breast Cancer Awareness Flight. The group raised over \$10,000, which went to the University of Kansas Hospital.

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Aerial coordinator and pilot, Craig Hosking, flys a scene for a motion picture with a film crew and actors onboard. Photo Courtesy of Craig Hosking

RIGHT PHOTO: Craig Hosking shows AOPA members clips from films he has been involved with as a stunt pilot and aerial coordinator at the Aviation Summit in Palm Springs, California, October 13, 2012.

Dave Weiman Photo

by Dave Weiman

PALM SPRINGS, CALIF. – We have come to expect some of the flair of Hollywood whenever the AOPA Summit is held in California, and this year was no different in Palm Springs, October 11-13, 2012. Big name AOPA supporter Harrison Ford was on hand at the Palm Springs Convention Center for

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The one-of-a-kind S2B Pitts Special once flown by Craig Hosking has dual landing gear.

Photo Courtesy of Craig Hosking

a general session, and was a special guest at a banquet to raise money for the AOPA Foundation.

Also at the Summit was one of the production people who create the aerial scenes that help to make movies box office hits, Craig Hosking. The Hollywood stunt pilot and aerial coordinator described his career working with some of the biggest names in Hollywood, and how he coordinated and filmed aerial scenes.

Craig Hosking got his start in aviation at age 8 flying with his dad, Bob, and got his pilot certificate before he got his driver's license. Following high school, he got involved in his father's helicopter business in Bountiful, Utah. "I had it easier than most because of dad's help," said Hosking. Bob Hosking flew helicopters in Korea and Viet Nam, and for such Hollywood greats as John Wayne, including camera work and an action scene in motion picture "Hell Fighters." Bob Hosking flew a Bell 47 J3B1 in an action scene, and a Jet Ranger as a camera ship.

In addition to flying charter, Craig Hosking created a talking helicopter routine for air shows called "Otto The Clown Helicopter," which his father, and mother – Annette Hosking – later got involved with when Hosking debuted his "Double Take" act in 1986.

Double Take involved an S2B Pitts Special with dual landing gear. That's right, dual landing gear... Landing gear on the bottom of the aircraft where it belongs, and landing gear on "top" of the aircraft to enable Hosking to land and takeoff while inverted.

Double Take was one of the most daring air show acts of all time, and Hosking took years developing it. At first, his peers took a deem view of the act, expressing concern over safety, but there was also a little professional jealously involved. It was one of those unique acts that took the word "boring" out of air shows.

Hosking would takeoff in normal right-side up configuration, then land and taxi to the ramp while inverted. Using a winch



Air show announcer, Sandy Sanders, interviews Craig Hosking at the Sussex, New Jersey air show in 1987 after Hosking hoisted himself into the cockpit while up-side-down to perform the world's only inverted takeoff and landing routine. Dave Weiman Photo





Lights, cameras, helicopters! Craig Hosking has performed hundreds of action scenes like this one for the motion picture industry.

*Photo Courtesy of Craig Hosking**

to lower himself out of the cockpit, Hosking would get out of his aircraft and waive to the crowd. Later in the air show, Hosking would use the winch to get back into the cockpit upside down, buckle in, then taxi and takeoff inverted. Immediately after takeoff, he would roll right-side up, relieving himself of the discomfort of being inverted for up to 10 minutes, and perform an aerobatic routine before landing right-side up to take his bows again. Hosking performed Double Take from 1986 to 1992 when he decided to devote full time to his Hollywood pursuits.

When Hosking left the air show entertainment industry, his parents took the "Otto The Clown Helicopter" act to new heights. Bob Hosking performed all sorts of stunts using a Hughes 269B – some involving Annette – who also narrated the routine. Working together, they earned the top showmanship award in the air show entertainment industry in 1994.

Craig Hosking's interest in photography started as a youngster developing photos in a darkroom he set up in his parents' home. He says that experience gave him a deep understanding of all of the elements involved in capturing images.

Hosking began his career doing camera work in helicopters in 1987 in the motion picture "Black Eagle" starring Shô Kosugi and Jean-Claude Van Damme. Since then he has worked on more than 150 feature films and over 200 television commercials



through his aerial production company "Cinema Air" in Burbank, California. Hosking is part owner of the company.

What makes Craig Hosking so good as a camera pilot is that he understands light, composition and how to move the camera, particularly in the third dimension. The natural transition has been into the world of second-unit directing. Hosking has independently created action sequences, as well as artistically beautiful images, on such films as "The Aviator" starring Leo DiCaprio; "The Dark Knight" starring Christian Bale, Michael Caine and Morgan Freeman; "Space Cowboys" starring Clint Eastwood and Tommy Lee Jones; "Indiana Jones 4" starring Harrison Ford; "Jurassic Park III" starring Sam Neill and William H. Macy; "Miami Vice" starring Colin Farrell, Jamie Foxx, and Li Gong; "Alaska" starring Thora Birch; "Water World" starring Kevin Costner; "Sky Fighters" starring Benoît Magimel; "The Kid" starring Bruce Willis; "Executive Decision" starring Kurt Russell and Halle Berry; "The General's Daughter" starring John Travolta and Madeleine Stowe; "Sum of All Fears" starring Ben Affleck and Morgan Freeman; "Clear and Present Danger" starring Harrison Ford; and for the past 6 years, the television program, "Fear Factor."

One flying scene Hosking described to the AOPA audience was flying a helicopter down a 45-foot wide street in Chicago with rotor blades spanning 35 feet. Hosking was filming a scene for "Batman Begins" starring Christian Bale and Michael Caine (2005). Hosking performed the same feat on the movie set of "Dark Knight Rises" in Pittsburgh, Pa., starring Christian Bale and Tom Hardy (2012). He was obviously following a straight line painted in the center of the street.

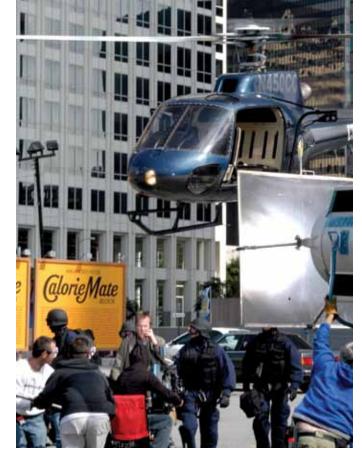
While on location to film "Executive Decision" in 1995, Hosking filmed F-14 Tomcats operating out of Key West Naval Air Station. A Boeing 747 was also in the movie and Hosking filmed the scenes from a Learjet.

Of course how can you film an F-14 unless you have experience flying in one, Hosking asked the U.S. Naval officer in charge of the production. So Hosking got a ride in an F-14 flown by Capt. Dale "Snort" Snodgrass. Snodgrass went on to become legendary as an F-14 demo pilot in air shows, and is today flying an F-86 Sabrejet as a civilian performer.

During their flight in the F-14, Hosking and Snodgrass broke the sound barrier and forgot to turn on their transponder flying over the waters between Cuba and the Florida Keys. As a result, F-15s and F-16s were scrambled to intercept them. While the incident was investigated, it was dropped and filming resumed.

Flying for the motion picture industry is done according to the Federal Aviation Regulations, and standards establish by pilots of the Screen Actors Guild, says Hosking, who urged his fellow pilots not to try any of the stunts they see in the movies.

"We may spend weeks or even months planning and executing those scenes," Hosking said, and all pilots are experienced in performing stunts and special effects.



Sometimes there isn't much room on a motion picture set, especially when trying to fly a helicopter down narrow city streets. Here, Craig Hosking hovers in a helicopter, waiting for his cues, while actors and film crews on the ground scramble to get into position. Photo Courtesy of Craig Hosking



For example, shooting the aerial scenes for "The Aviator," about the life and career of Howard Hughes, involved flying real aircraft, as well as radio-controlled models from a helicopter. Hosking, himself, deliberately crashed three aircraft for that film, but the scenes were well planned and executed to ensure safety.

Not only has Craig Hosking perform stunts and coordinated the aerial scenes for Clint Eastwood and Harrison Ford, but he also

introduced the actors to flying, and became Eastwood's personal helicopter instructor.

As a favor to Hosking, John and Martha King of King Ground Schools, tutored Eastwood for his written exam for



Craig Hosking got a ride onboard an F-14 Tomcat while on location in Key West, Florida, to film "Executive Decision" in 1995. U.S. Navy Photo

three days from their home in San Diego. The Kings don't usually tutor students, but made an exception in Eastwood's case.

As for Harrison Ford, the actor always had an interest in flying and took a lesson once, but didn't get serious about obtaining his pilot certificate until one day he decided to join Hosking in the cockpit while the two were flying cross-country.

The tradition of filming from aircraft in Hollywood continues as Craig Hosking's son, Ryan, is

breaking into the business. Hosking's daughter, Holly, was at the AOPA Summit to hear her dad's presentation.

For more information about the life and career of Craig Hosking, visit www.hoskingaviation.com.

People In The News

Des Moines Flying Service Announces Promotions

DES MOINES, IOWA

– The Board of Directors
of Des Moines Flying
Service, Inc. and its
subsidiaries, Chicago Piper
and HondaJet Midwest,
announced the following
promotions to the
company's key management
personnel.







Donald Jay



Chris Siberz

Chris Siberz was named Vice President of Sales, responsible for new Piper and HondaJet aircraft sales, as well as preowned and brokered aircraft sales.

Founded in 1939, Des Moines Flying Service / Chicago Piper has been affiliated with Piper Aircraft as a sales and service dealer

since its inception. Additionally, the company affiliated with the Honda Aircraft Company in 2006, and under HondaJet Midwest, is responsible for sales and service of the revolutionary "HondaJet" throughout the Midwest.

Effective September

24, 2012, John M. Lowe succeeded Howard V. Gregory (deceased) as Chairman of the Board. Lowe previously held the position of President. Donald Jay, former Vice President of Operations, was promoted to President of the company.

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Lt. Gov. Jumps With Golden Knights

ST. PAUL, MINN. – Minnesota Lt. Gov. Yvonne Prettner Solon skydived with the U.S. Army Parachute Team, September 25, 2012, to raise awareness of groups, which support service men and women and their families. The jump took place over the Minnesota State Capitol in St. Paul, Minnesota. Solon rode tandem with U.S. Army 1st Sgt. Aaron Figel, while Minnesota Gov. Mark Dayton watched below with hundreds of unlookers, including fourth-grade students from St. Jerome School in Maplewood, Minn.

Hightower Resigns As EAA President/CEO... Pelton Elected Chairman of The Board

OSHKOSH, WIS.

– The Experimental
Aircraft Association
(EAA) Board of
Directors accepted
the resignation of
President and CEO Rod
Hightower, October 22,
2012. Hightower stated
that he wanted to spend

more time with his



Rod Hightower

school-age children. He and his wife, Maura, did not wish to relocate their family from St. Louis to Oshkosh because they like the

schools their children are attending, there.

Jack Pelton, recently retired chairman, president and CEO of Cessna Aircraft, has been elected Chairman of the Board of Directors of EAA. In his role as EAA Chairman, Pelton will guide the organization through the leadership transition.



Jack Pelton

"I will be working closely with the EAA Board of Directors to ensure a seamless transition to a new leader," Pelton said, and indicated that he understands how difficult it is to relocate a family of school-age children.

"As an association, Rod and the senior team have put the organization on a solid path to our future, while honoring our legacy and focusing on the mission our founder, Paul H. Poberezny, established 60 years ago," Pelton added.

AOPA Says Collaboration With EAA To Continue

"During Rod Hightower's tenure, AOPA and EAA enjoyed an unprecedented level of collaboration that has served members of both organizations well," said Craig Fuller, President and CEO of the Aircraft Owners & Pilots Association.

"Our associations have committed to working together to protect general aviation

interests, promote GA safety, and grow the GA community in the United States. That commitment has been at the heart of the joint AOPA-EAA petition to allow an exemption to the third class medical, now under review by the FAA. I am confident the EAA Board, under the chairmanship of Jack Pelton, will find the right individual to lead EAA into the future."

EAA AirVenture Oshkosh
July 29 - August 4, 2013
www.airventure.org









Looking northwest towards Runway 9/27 at Miminiska Lodge, Ontario. Rosie Zahasky Photo



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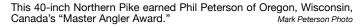


The group arrived at Miminiska Lodge safe and sound and in time for the evening reception, followed by a gourmet meal.

by Dave Weiman

ilots who have participated in the "Canadian Fishing Fly-Out To Miminiska Lodge" in northern Ontario, have indicated that they enjoy the excellent fishing for trophy Walleye and Northern Pike, the pilot camaraderie, the daily shore lunches, and fine evening meals. But what they enjoy the most is the experience and adventure of flying to Canada – on wheels -- to a private airstrip in the middle of nowhere! Yes, floatplanes are popular in Canada, but this trip







Pat O'Malley with one of more than 100 Walleyes he caught and released. ${\it John Appleyard Photo}$

welcomes both wheels and floats, and you don't need an instrument rating because this trip is flown VFR.

Miminiska Lodge is located on the Albany River Watershed, and is remote enough that you know you are definitely in the Canadian bush (196 nm north of Thunder Bay, Ontario). Yet, you are not so far from the United States and Canada border that you have to be worried about being weathered in at some remote location.

Miminiska has a 2400 X 50 ft. turf runway (9/27), and is only accessible by air. The airport identifier is CPS5. (Refer to the "Thunder Bay" VFR Navigation Chart and Canada Flight Supplement for details.)

Miminiska is one of five fishing lodges owned by Wilderness North of Thunder Bay, Ontario, but is the company's only lodge with an airstrip. To reach the other lodges, Wilderness North operates a turbo Otter and a de Havilland Beaver on floats.

We've been so pleased with the service and facilities at Miminiska Lodge that 2012 was our sixth trip there. We have learned from each preceding trip how to make the next trip even more enjoyable.

For instance in 2007 and 2008, we flew to Grand Marais, Minnesota, enjoyed a barbecue courtesy of the fixed base operator, then flew on to Thunder Bay to clear Canada Customs, arriving

at Miminiska Lodge late in the day. That was okay, but we lost a half-day of fishing had we arrived by noon. So we fixed that beginning in 2009 by flying to the northern Minnesota community of Ely, and staying in a nice, but old 1950s-era motel the night before arriving at Miminiska at 2:00 pm EDT.

In 2010 and 2011, we flew to Thunder Bay, cleared Canada Customs, and top off our tanks, then stayed overnight at the beautiful Valhalla Inn, and departed Thunder Bay by 9:00 am the next day, arriving at the lodge by 11:30 – in time for lunch and a half-day of fishing. But this year, we went back to "plan A," and made arrangements to fly all the way to the lodge a day before the trip officially began, arriving at the lodge in time for a welcome reception and the evening

meal. For 2013, we will again fly all the way in one day, and officially expand the trip from 4 nights to 5, with 4 full days of fishing.

Trip Planning

Trip planning began shortly after most of us got the "early bird discount" for registering before January 1. The trick is to pack light, but complete. You want to have survival gear, a first aid kit, inflatable life vests, and at least a portable 406 Mhz GPS Personal Locator Beacon, if not a 406 Mhz GPS Emergency Locator Transmitter (ELT). Aircraft weight and balance is very important as well. Even though I fly a Cessna 182 Skylane, I seldom fly with more than one other person, because of all of the gear.



U.S. & Canada Customs

There are some simple steps to follow to comply with U.S. Customs & Border Protection (CBP) procedures, beginning with ordering an annual "aircraft decal," and registering online with the Electronic Advance Passenger Information System (eAPIS). Once registered, you can file a "flight manifest" online for each flight outside of the U.S. at least 60 minutes prior to departure, which includes your aircraft tail number; a description of your aircraft; point



Snake Falls on the Albany River.

Mark Peterson Photo

of departure; destination airport; passport numbers and addresses of you, your crew and passengers; and your pilot certificate number.

You can file both your outbound (to Canada) and inbound (return flight to U.S.) flight manifests prior to departing the U.S., so you do not have to worry about filing your return flight manifest in Canada at some remote location without access to the internet. Then just prior to departing from the U.S., you call Canada Customs and provide your ETA to your airport of entry at 888-CAN-PASS (888-226-7277). In our case, we chose Thunder Bay International Airport to clear customs. (Canada Customs requires you to contact them at least 2 hours prior to your ETA, up to 48 hours in advance.)

Most of our group first flew to Ely, Minnesota (KELO) to top off to ensure an accurate ETA into Thunder Bay. (Customs prefers plus or minus 15 minutes.) On the return flight, most of us also cleared U.S. Customs at Ely.

When you return to the U.S., you need to contact U.S. Customs & Border Protection at your airport of reentry

and confirm or change the ETA you specified in your flight manifest filed through eAPIS. Also, you need to obtain a transponder code before crossing the border, either from U.S. or Canada ATC or FSS. We have had good luck on both sides of the border contacting Princeton FSS by transmitting on 122.1 and receiving over the Ely VOR, and Minneapolis Center above 5,000 feet MSL.

According to the FAA, pilots crossing the border need to 1) be talking to or on frequency with either

ATC or FSS), 2) have a flight plan, and 3) be squawking an assigned transponder code. Once across the border, into Canada, we have been instructed by Minneapolis Center to squawk VFR, then contact Thunder Bay Approach when able.

For additional information, including checklists for required pilot and aircraft documentation, and equipment requirements, refer to the article entitled "10 Planes To Miminiska" published in the December 2011/January 2012 issue of Midwest Flyer Magazine (http://www.MidwestFlyer.com/?s=10+planes+to+miminiska). AOPA and EAA are also excellent sources of information.

Chart-wise, the entire route of flight from Thunder Bay to Miminiska Lodge is on the "Thunder Bay" VFR Navigation Chart. I also carry with me charts adjoining the Thunder Bay chart, just in case I have to divert because of weather.

Arrival At Thunder Bay

Upon landing at Thunder Bay International Airport (CYQT), Thunder Bay tower informed us that they had cancelled our VFR flight plan, which was one less thing we had to do on the ground. We then taxied and parked our aircraft at ESSO, where "Larry the Ramp Guy" greeted us.

Since a Canada Customs agent did not meet us at our aircraft (they seldom do), I, as pilot in command, was allowed to get out of our aircraft and walk into the ESSO office to call Canada Customs to inform them that we had arrived, and to obtain a "Clearance Number." I always get the agent's badge number as well, whether dealing with Canada or U.S. Customs as added documentation that we called and cleared customs as required. When returning to the U.S., this is especially important because U.S. Customs & Border Protection does not give you anything proving that you cleared customs.





Pilots with their crews and passengers on the steps of Miminiska Lodge.

Flight Plan or Flight Notification?

In Canada, you are required to file a flight plan with Flight Service if 25 miles beyond your departure airport, unless a responsible party at your destination airport is expecting you, and can contact Flight Service to initiate search and rescue if you do not show up within 1 hour of your ETA. Using a responsible person at your destination, instead of filing a flight plan, is referred to as "Flight Notification" procedures, and we have found this more convenient than trying to contact Winnipeg FSS in the air or on the ground by telephone using "Skype" on the internet.

The owners of Miminiska Lodge - Wilderness North - have an office in Thunder Bay, so in advance of the trip, we provided them with a complete description of our aircraft, the names of each person onboard, and contact information. Once we were ready to depart Thunder Bay, we made a quick call to Wilderness North and they emailed Miminiska Lodge so they knew to expect us. Once we arrived at Miminiska Lodge, the lodge manager emailed back to the Thunder Bay

office that we had arrived safely, and an acknowledgement was made.

Since there is no "Flight Following" or other radar advisories at low altitude, our group remained in contact with one another on the preferred aircraftto-aircraft frequency 122.75 Mhz and reported our positions about every 50 miles or so.

We followed Flight Notification procedures again when we departed Miminiska Lodge for Pickle Lake (61 nm west) for our return flight home, and called the Wilderness North office in Thunder Bay so they could notify

Miminiska Lodge that all aircraft had arrived safely. From Pickle Lake to Ely, we filed VFR flight plans with Winnipeg FSS, and called U.S. Customs at Ely to confirm or update our ETAs as per our flight manifests.

Our Stay At Miminiska Lodge

When we arrived at Miminiska Lodge, the wind was out of the west, and we landed on Runway 27. The common radio frequency is 122.8 Mhz.

Everyone arrived before dinner, ready for an exciting, yet relaxing week ahead.

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Tom & Renee Watry Wisconsin Aviation Business of the Year (2005)

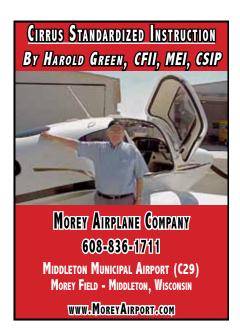
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The accommodations at Miminiska Lodge have not been compromised by its remote location. Guests stay in either one of two chalet buildings with accommodations for 12 people - six in each of the upper and lower levels with their own private entrances and staircases. A four-suite building accommodates groups of eight. Three four-person cabins offer privacy along the lakeshore. A woodstove supplies heat in the chalets and the four-plex. The eight-plex has electric heat. All buildings are close to the lakeshore and within easy walking distance to the main lodge, docks and the airport.

Each evening, the lodge provides a hospitality hour at its full-service bar before dinner. This is a great time to share fishing stories and flying experiences, and just visit.

We have a good mix of people with





varying backgrounds. Some take their fishing very seriously, and can advise the more novice fisherman as to tackle, techniques and bait.

Our bait varied, but black Gulp Alive leaches and minnows on white or pink 1/8-ounce jigs worked well for Walleyes, and silver spoons with a yellow Twister Tail grub, worked well for Northern Pike. Others found that casting and trolling "crank baits" did quite well.

Trophy Fishing

The lodge provides well-maintained boats with 25 hp outboard motors, and detailed maps of Lake Miminiska, the Albany River, and numerous bays and inlets, noting where each species of fish can be caught. One fishing spot called the "Walleye Mine" remains a favorite of all, but it is also the furthest away from the lodge. Guides are available, but seldom needed.

Depending on the type of fishing license you buy, you are allowed two or more fish of each species, and there are limitations on the number of fish you can keep over a particular size. These policies preserve the excellent fishing in Canada.

To the north of Walleye Mine is a north/south bay with some of the best trophy Northern Pike fishing found anywhere in North America. Snake Falls and Miminiska Falls are excellent for multi-specie fishing. Guided trips are available to explore the upper reaches of Snake Falls, Eskakwa Falls and Upper Eskakwa Falls for Speckled Trout, Walleye, Northern Pike and Whitefish. The Albany exits Petawanga Lake at the east end, and this outflow is a good spot for larger Walleyes, and the occasional Speckled Trout. Trophy Northerns are also present there. The mouth of Fire Creek is also excellent fishing.

Fly-outs to other lakes and rivers are available. One of these fly-out destinations is Keezhik Lake – a great producer of trophy Pike, with many islands and bays producing steady action. Ozhiski is another – a huge lake, known for its large Walleye.

As a group, we opt to have a shore lunch on "Shore Lunch Island" each day, expertly prepared by the staff.

On the last night of the trip, we were treated to another eloquent meal and a bomb fire on the sand point peninsula by the lodge, but before that got underway, the lodge had some awards to give out.

Phil Peterson of Oregon, Wis., accepted the award for catching the largest Northern Pike, which measured 40 inches in length. Since Phil released the fish, he qualified for Canada's "Master Angler Award."

Rosie Zahasky of Decorah, Iowa, accepted the "Catch of the Week Award" for catching a 3 lb. shoe, which she did not release, so the lodge had it mounted for her. Rosie and her husband, Rick, have gone on every trip to Miminiska Lodge since 2007.

The Flight Home

On our return flight back to the U.S., we flew west to Pickle Lake, and radioed Thunder Bay Radio through a Remote Communications Outlet 5 nm out, where an air traffic control specialist coordinates arrivals and departures without physically being at Pickle Lake, and without radar. The specialist makes notes of the position of each aircraft, and relays this information to other pilots in the area. Pickle Lake has a nice 4921 X 100 ft. asphalt runway (09/27) and full fixed base operation services, but obviously no NextGen!

2013 Canada Fishing Fly-Out

The dates for the 2013 Canadian Fishing Fly-Out To Miminiska Lodge are August 13-18. We will arrive before the evening meal on Tuesday, August 13, and depart immediately following breakfast on Sunday, August 18 for 5 nights and 4 full days of fun, fishing and relaxation. For rates and reservations, contact Krista Cheeseman at 888-465-3474. Early bird discounts are available to those who book before January 1, 2013.











(TOP LEFT) The Nicholson family (L/R): Carl, Brent, Aaron and Mark of southeastern Wisconsin.

(Тор RIGHT) Mark and Phil Peterson of Oregon, Wisconsin.

(Lower Left) James Bayogeon and Tom Janssen of Appleton, Wisconsin.

(Lower Middle) John Appleyard and Pat O'Malley of Sauk City, Wisconsin. O'Malley is the owner of "Pat O'Malley's Jet Room Restaurant," located in the Wisconsin Aviation terminal at Dane County Regional Airport, Madison, Wisconsin (KMSN).

(Lower Right) Bob Carew and Greg Stratz of Fond du Lac, Wisconsin. Dave Weiman Photos



Rosie and Rick Zahasky of Decorah, Iowa. Dave Weiman Photo

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Tom Janssen of Appleton, Wis., takes off in his Piper Arrow III from Runway 27 at Miminiska Lodge with stops in Pickle Lake, Ontario for fuel, and Ely, Minnesota to clear U.S. Customs on his way home to Outagamie County Regional Airport in Appleton, Wis.

Dave Weiman Photo



"Hey! Where's everyone going?"

John Doerfer of Verona, Wis.

Dave Weiman Photo



The airport at Pickle Lake, Ontario, is key to flight operations in the region, from transporting sportsmen and cargo to the various lodges and villages, to firefighting and fish and wildlife management. Pickle Lake is 61 nm west of Miminiska Lodge, and a fuel stop for most participants on the "Canadian Fishing Fly-Out To Miminiska Lodge."

Mark Peterson Photo

For additional information on Miminiska Lodge, refer to the Wilderness North website: www.wildernessnorth.com.

DISCLAIMER: The Canadian Fishing Fly-Out To Miminiska Lodge is a service of Miminiska Lodge and its parent company, Wilderness North. The information provided herein or elsewhere is being provided strictly as an overview of one pilot's experience flying from the United States to Canada, and should not be used for navigation or U.S. or Canada Customs purposes. For additional and current information, refer to the Canada Flight Supplement, navigational charts, and information available from the Federal Aviation Administration, Nav Canada, U.S. Customs & Border Protection, Canada Customs, the Aircraft Owners & Pilots Association, Experimental Aircraft Association, and other sources.



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Jeppesen Embraces Digital Revolution

bv Jim Bildilli

ark Van Tine, President and CEO of Jeppesen (a Boeing Company), spoke at the National Association of State Aviation Officials (NASAO) convention in Salt Lake City, Utah, September 10, 2012. Van Tine's remarks were on the transformation and adoption of new digital technologies in the aviation industry to reduce costs and increase operational efficiencies.

If you are a pilot, you are probably aware of the name "Jeppesen," or have at least seen it somewhere around the airport.

However, most of us are probably unaware of why the name is so pervasive. It all started with a pilot named Elrey Borge Jeppesen.

Because of the lack of good information about landing fields and the routes between them, Jeppesen started publishing his own "charts" in 1934 as a pilot flying mail and an occasional passenger for Varney Airlines. Initially, the guides were printed copies of Jeppesen's personal charts, which he sold for \$10 each. Other pilots noted their usefulness and began giving him information about their routes for incorporation as well.

Although Jeppesen personally flew several routes, the most challenging was from St. Louis to Los Angeles. Flying a Boeing Model 40, the segment from Cheyenne to Rock Springs, Wyoming was probably the most dangerous due to the constantly changing weather and terrain. If the mail load was light, he would occasionally fly a few brave passengers. Two such passengers were Mr. and Mrs. William Boeing, another well-known name in aviation circles. Boeing founded his own airline and started purchasing other air mail carriers including Varney Airlines.

After the passage of the Air Mail Act of 1934, the company split and United Airlines became a separate entity. With its close ties to Elrey Jeppesen, United Airlines was one of the first to use the now famous "Jeppesen" charts. With demand increasing in the late 1930s, Jeppesen quit his captain's job at United and concentrated his efforts on the publication of

charts.

Since those early days, Jeppesen's approach plates and charts

have grown to over 1 billion sheets of paper that gets sent to subscribers bi-weekly. Those sheets, if piled in 88 separate stacks, would exceed the 2717 ft. high Burj Khalifa in Dubai.

Most commercial and airline pilots today carry around a flight bag containing Jeppesen charts and approach plates to most locations within the U.S. That bag has an average weight in excess of 40 pounds. But that is now changing with the expansion of today's technology using iPads in the cockpit.

The move away from printed materials has not only reduced the impact upon the environment, but has reduced that weight to a

little over 1.6 pounds. Updates are made electronically, thereby reducing the cost of mailing and manually updating each book every two weeks, which is very time-consuming. It also reduces the chances of not having the latest information in the cockpit because the "changes" hadn't arrived in the mail.

The FAA approved the first use of electronic approach plates in 2001. Since then, the technology has been enhanced by the use of digital mapping where even the airport diagrams used for taxiing and gate locations are now being replaced by moving map displays on the iPad. So far, the accuracy is better than 10 meters, which can be repeated correctly 99.4% of the time. Needless to say, "incursions" should be reduced because the moving map displays give pilots better situational awareness.

The Jeppesen Company predicts that the migration to the electronic format will increase even more rapidly in the future. The basis for their optimism is the growing demand for new aircraft and pilots. Currently, the aviation industry is predicting that there will be a need for over 34,000 new aircraft and nearly 460,000 pilots and aviation technical personnel by 2031 to fly and maintain those aircraft. The highest demand will be for pilots and aviation professionals to fill the needs of the growing Asian market. Whether or not the impact of the projected increase in aircraft and pilots is considered, the use of iPads and other digital devices will continue to increase at an exponential rate.



Revitalizing General Aviation By Overhauling Federal Aviation Regulations

Part 2 - Air Charter

DISPATCHER

PILOT

by Jim Hanson

In the October/November 2012 issue of *Midwest Flyer*Magazine, I began a discussion of how most people first

experience general axiation, and

experience general aviation, and noted that they either get a ride with a friend, or take a charter flight. In both of these cases, well-meaning "regulators" have helped kill off the industry they are charged with "regulating."

Despite the fact that air rides rarely end up in disaster (after all, they are usually conducted within sight of the airport!), the FAA saw a *possibility* of danger, and predictably, over-reacted.

Essentially, pilots would have to meet the same standards as charter flights or commercial air tour companies, like those that fly over the Grand Canyon. That meant listed and vetted pilots, charter-like rules on aircraft, and drug testing for pilots, just to donate their aircraft and time to fly around the airport on a nice day. Predictably, air rides — the very way most people were introduced to aviation — became virtually extinct. There is a happy ending to the story, though. After several years, the FAA finally recognized the damage done, and actually changed the law. Introducing people to general aviation through "air charter flights," is another story.

There is hardly a week that goes by that someone doesn't call our airport for a charter flight. Many of them don't make sense ("I'd like to charter an airplane to go to a town 40 miles away"), or they think that because an airplane can be small, that fares will be less than for commercial airlines. (Years ago, we quoted an elderly lady \$1965 for an aeromedical flight to Chicago. On arrival, she handed the pilot a \$20 bill and told him to "keep the change...that it was a real nice flight." She thought the cost was under \$20, and when he told her that it was nearly \$2000, she said "I just wanted to ride in the airplane -- not buy it!")

The good news is that people are actually considering the charter option for convenience, saving time, and privacy. For many people, this is their initial involvement with general aviation. They don't want to fly the airplane...they just want

to use the airplane. If they have a positive experience, many will become frequent customers, and many will go on to buy their own airplanes. This is a valuable introduction to business aviation, and a source of new aircraft owners.

Years ago, the local FBO was often a "mom and pop" operation. They fueled airplanes, fixed airplanes, gave some flight instruction, and took someone on the occasional charter flight. Most aircraft and pilots weren't certified for IFR, so business people couldn't depend on a light airplane to keep a schedule. Singleengine IFR was a rarity, and even most light twins had no weather capability.

In the late 1960s and early '70s,

aviation *hardware* opened up new possibilities. Digital avionics came of age, aircraft were being fitted with de-ice equipment and radar, and capable autopilots became available. Aircraft manufacturers responded by designing very capable aircraft to accommodate these (almost) all-weather improvements: cabin-class airplanes, pressurized airplanes, turboprops, and jets. Pilots responded by getting instrument ratings, and government initiated new instrument approaches to hundreds of airports. Business aircraft were purchased by many individuals and corporations. It was the "high water mark" for manufacturers of light aircraft as far as models available and number of aircraft delivered.

Many of the purchasers of these aircraft made them available for charter flight to offset the fixed costs of the aircraft. Spreading the cost of the aircraft, hangar, insurance, and even the pilot over more hours made the cost to own the aircraft more affordable, or to justify a more capable aircraft than an owner could justify exclusively for their own use. Non-owners in the community could reap the benefits of general aviation as well...they had access to many very capable aircraft. Some of these customers went on to buy their *own* aircraft, often turning to "aircraft management companies" that not only managed and crewed the aircraft, but actively campaigned the aircraft to charter customers. It was a good time for general aviation charter flights.





1-800-654-2066 www.airpac.com airpac@airpac.com Predictably, it was too good to last. The government "regulators" viewed this unregulated activity as potentially dangerous, and to be sure, there were some operators that pushed the limits of the capabilities of aircraft and pilots. Rather than focus on the problem, government painted with a broad brush, and cracked down on all charter operators.

At the same time, commuter airlines were using light aircraft (under 12,500 pound gross weight), and these could be regulated under the same FAR Part 135 rules that were applicable to charter aircraft. A series of commuter airline accidents caused sensationalism in the news media as they trumpeted, "Why are there two levels of safety — one for big airplanes and another for small airplanes?" The result: the FAA got out that broad paintbrush yet again, and essentially mandated that commuter airlines and the air taxi operators adhere to substantially the same regulations as the large scheduled airlines. The commuter operators, unable to sustain the cost of regulation through the small number of seats available on 19-seat aircraft, purchased larger aircraft and largely abandoned the service to small communities. Thank you, FAA...you've protected us to death! As was often said about their Civil Aviation Authority (CAA) counterparts in Great Britain, "They are looking for perfect air safety and they consider themselves failures every time an aircraft is allowed to take off!"

Charter operators, most of whom used business aircraft, couldn't stand the cost of over-regulation, either. At one time, my own operation had three King Air turboprops, a Piper Navajo, two Piper Chieftans, two Beech Baron Model 58s, and a Piper Lance on charter. These aircraft were owned by businesses...we crewed the aircraft for the owners and also made them available for charter. We employed 44 people as pilots, dispatchers, mechanics, and linemen.

My own "Road to Damascus Conversion" came during an FAA King Air six-month checkride shortly after the new rules were initiated. The FAA inspector, during the oral exam, asked "What if you took your King Air to New Orleans, and blew a tire on landing?" I replied "It depends on whether we were flying the aircraft for the owner, or on charter. If it is for the owner, it is Part 91. I would find a mechanic and have him fix it. If it was being used for charter, that's Part 135, I would call my Director of Maintenance." The rest of the conversation went like a "Burns and Allen" comedy routine (for the benefit of those who don't recall George Burns and Gracie Allen, poor old George would have to try to make sense of Gracie's warped sense of reality). It went something like this (see cartoon on page 42):

Inspector: "So you'll call your Director of Maintenance. Who would that be?"

Hanson: "Why, that would be ME."

Inspector: "And THEN what would you do?"

Hanson: "I would tell the pilot (me) to find a mechanic to change it. I would have the mechanic converse with the director of maintenance (me) to ascertain that he had the tools and procedures to perform the work."

Inspector: "And THEN what would you do?"

Hanson: "As director of maintenance (me), I'd give the pilot

(me) authority to inspect the aircraft to see if it was airworthy."

Inspector: "RIGHT! And THEN what would you do?"

Hanson: "I would call my dispatcher, and get re-dispatched."

Inspector: "And WHO is your dispatcher?"

Hanson: "That would be me. I would give myself permission to return home."

Inspector: "And what would you do when you returned home?"

Hanson: "I would contact the director of maintenance (me) and have myself look over the tire and the paperwork. I would note the repair away from home, and sign off my approval. Then, I would congratulate the dispatcher (me) and the pilot (me, again) for the fine way they handled the situation, in full compliance with good government procedures!"

Inspector: "Hey, are you making fun of me?"
Hanson: "No...just these foolish, one-size-fits all (nobody) rules."

It wasn't long after that I decided that there was no money in the air taxi business...we would simply crew the aircraft for the owners, and operate under the much simpler Part 91. It didn't take long for the rest of the charter industry to come to the same realization. We cut the number of employees in half, and made more money. People that used to hire the airplanes, had to go elsewhere. There is a lesson here for the U.S. economy today: get rid of ridiculous and hamstringing regulations, and the economy will respond favorably.



The Result of This Over-Regulation

There are far fewer charter operators today to serve the needs of non-aircraft owners.

Those operators that do exist tend to be big operators like Netjets — able to utilize the economy of scale to take care of burdensome regulation.

Because big operators tend to utilize only jets and turboprops, there are very few operators that offer entry-level aircraft any more for charter customers. A check on the FAA website of Minnesota passenger air taxi operators revealed only nine (9) piston twins available for charter, and 10 singles. In Wisconsin, the numbers are somewhat better...only 34 piston twins, and 10 singles.

The price of charter — driven by over-regulation — is often high enough that customers will simply ride the airlines or drive to their destination.

Instead of being available at most general aviation airports, charter flights must now stage at rural airports, further increasing costs and making them uncompetitive.

General aviation gets a black eye as being too high-priced or noncompetitive with other forms of transportation due to regulatory costs.

Businesses no longer buy an airplane and put it out on charter due to overregulation, cutting the number of businesses that own or lease aircraft.

Manufacturers no longer produce light and medium piston-powered twins to fill the market because those businesses aren't buying. The aviation charter industry is in the doldrums.

Pilot employment in the charter industry — traditionally a "bridge" for pilots between flight instructing and airline jobs — is down, with a concurrent loss in pilot-in-command experience.

It is indeed a sad commentary on the shape of the regulatory side of this industry that we have all of these business airplanes out there — most of them paid for — and we hardly have a charter industry anymore because there is no money to be made due to regulatory costs.

Then there are the "unintended consequences." Rather than improve the safety record in the charter industry, this over-regulation makes it worse.

Because of the cost of charter regulation compliance, there is an entire illegal industry out there doing "bootleg" illegal charters, making it even harder for legal operators.

Because of the cost of complying with these regulations, charter operators sometimes cut corners in pilot training and maintenance in order to remain profitable.

Because of the onerous regulatory environment, turnover at charter operators tends to be high as charter pilots move on to corporate work (do you ever see a corporate pilot that expresses a desire to become a charter pilot?), taking the most experienced crews out of the business.

HERE'S THE DISCONNECT: The most regulated operator of business airplanes — the charter operator — has a much poorer safety record than the least regulated section of the industry — business aircraft operators — using virtually the same aircraft. Professionally flown turbine business aircraft have a record equal to or better than the scheduled airlines, despite going into varied airstrips and random routings. So much for the value of government regulation!

What To Do About Restoring The Air Charter Industry

We got ourselves into this mess through the regulatory pen...the cure for it also lies with the regulatory pen.

A long-overdue, complete overhaul of charter regulations is needed. Make them closer to Part 91 operations (or, as a compromise, fractional regulations). After all, the aircraft are closer to *corporate aircraft* than *airline aircraft*, as are most trips. Eliminate the airline-like procedures.

Instead of "IFR and VFR" charter regulations, recognize the differing capabilities of different classes of aircraft. There are very few VFR charter operations conducted in the U.S. any more. Consider eliminating it and mandating IFR operations for charter, or an approved flight following system. Set a minimum standard for charter aircraft. perhaps more than 200 horsepower as the initial benchmark. There are very few Skyhawks or Warriors used for charter anyway, and absent the need to "protect the non-flying public," restricting the use of simple airplanes to certificated pilots who should know the risk (the legal doctrine of "apparent risk") will result in:

- (a) The lowering of insurance premiums for *manufacturers* of aircraft that can only be used for personal enjoyment and flight instruction, and cannot be used for charter.
- (b) Lowering acquisition costs of those aircraft for non-charter private operators. Think about it...if product liability insurance for the protection of the non-flying public is the driving cost of high new aircraft prices (that's what the manufacturers tell us, and it must be true because product design and tooling



costs on these aircraft were amortized years ago), then the cost of a new simple airplane should be little more than the cost of an LSA. How cheap could Cessna produce Skyhawks if they didn't have to worry about large product liability claims from the non-flying public? How many more would they sell at this lower price?

A Cirrus or Skylane is capable of doing good light charter...the FARs should reflect that, and we should deregulate the anti-single-engine bias in the FARs where possible. Give credit for lower IFR minimums for equipment, much like we already see in approach minimums. Basic singleengine operations might require one set of minimums. Icing-certificated and weather-equipped singles might be another, and light twins might be another class, able to fly worse weather. Pressurized piston twins or singleengine turboprops might be yet another class, eligible for even lower weather minimums. It will cause operators to "upgrade" and install the equipment to get better utilization. This would also take the pressure off the pilot to complete the flight in marginal weather with a marginal aircraft The pilot could tell the passengers, "If you HAVE to be there, you'll have to spend the money for an aircraft with more capability." Another thought, it has been said, "that adding a second pilot to the aircraft increases safety more than adding another engine." Consider approving lower minimums for a second qualified crewmember.

Each of these classes should have appropriate authorization and restrictions on their use, not a "one size fits all" certification. I believe it will result in a much-improved safety record for charter, and as an incentive for people to move up to more capable airplanes, similar as adding new equipment and avionics increases aircraft utilization and safety.

Make it easier (not harder) for businesses to acquire aircraft and place them on a charter certificate. It will open the floodgates to aircraft ownership.

The FAA should encourage

professionally flown and managed single, twin, and turboprop aircraft management companies. Already available in some large markets, this service should be encouraged in smaller markets. It not only provides more charter aircraft (encouraging new prospects to try out the service), but provides an improved level of safety. If it works for jets (jet cards, fractional ownership), why wouldn't it work for singles and light twins?

We need a concurrent change in commercial pilot training regulations. It does little good to teach commercial pilots how to do chandelles, lazy 8s, and 1080 overhead spirals* (I have a 1939 CAA government flight training handbook with the same maneuvers in it!). We have far better things for our commercial pilots to learn. Have them learn operations of technically advanced aircraft, turbine ops, weather avoidance, icing conditions, crew coordination, long-distance operations, and self-dispatch procedures for charter, corporate, and airline operations. These are the things that they will be dealing with for the rest of their working lives. Ask corporate operators, charter operators, and the airlines what they would like to see in their commercial pilots, not what is dictated by the FAA.

The FAA — perhaps spurred by Congressional desire to roll back regulations and cut spending — seems more receptive than at any other time I can remember in my 49 years of flying. Let's get back to real-world regulations... keep what has proven to work, and throw out what doesn't. Make big changes...not incremental changes. Keep the pressure on your aviation organizations (EAA and AOPA are coordinating and joining forces on many regulatory issues), FAA, and Congress to make needed changes. One thing is certain, if we don't put proposals on the table, there will be no change.

* The commercial maneuver is a "1080-degree overhead spiral" — three 360-degree consecutive turns. The maneuver started in the 1920s and 30s as a way to get below a cloud deck. A pilot might have to spiral down through a hole in the clouds to get beneath them. By keeping a constant radius around a fixed

point by changing the angle of bank (the steepest bank would be with the wind on the tail), the pilot could discern the direction of the wind for the potential forced landing at cloud base. That might have been useful for a commercial pilot 80 years ago, but it is hardly relevant to someone flying for hire today, and there are much better ways to occupy the training time for a commercial pilot in an era of fast equipment, glass cockpits, and congested airspace. The fact that the maneuver is still on the books after all these years is — like the one-size-fits-all conversation with the FAA inspector indicative of how out-of-touch with reality the FAA has become. A top-to-bottom, clean-sheet overhaul of training standards is needed. The same can be said for many other government regulations.

EDITOR'S NOTE: Jim Hanson has been flying since 1962, and is the long-time fixed-base operator at the Albert Lea, Minnesota airport. He has seen a lot of expansions and contractions in this industry, but says "I've never seen government get any smaller!" If you'd like to bend his ear, he can be reached at his airport office at 507-373-0608, or via email at jimhanson@deskmedia.com. Jim welcomes any comments that agree with him, but says "If you disagree, you have to tell me what you think is better."



johnsonins.com/aviation

Minnesota Aviation Industry News

Aviation Profile

Doug Evink – Tanis Aircraft Products

EDEN PRAIRIE, MINN. – Douglas (Doug) J. Evink is the new President and CEO of Tanis Aircraft Products,

the leading manufacturer of preheat systems for the aviation industry. He grew up in Southwestern Minnesota on a farm, graduated from Alexandria Technical College in Alexandria, and continued



Doug Evink

his education at Anoka Ramsey Community College and the University of Minnesota. He is currently taking flying lessons.

Prior to joining Tanis, Evink led the Palen Kimball Company since 1995

and served as its
President and
Chief Operating
Officer since
2002. Palen
Kimball
Company is
a mechanical
and calibration
service company.
He also held
management
positions
with Johnson

Controls and the Maytag Corporation.

In addition to his professional career, Evink is active in the community

and has served on the boards of two private schools and on his church council. He is currently on the board of CEO Roundtable and Resource, Inc.

Evink enjoys hunting and fishing and supports causes that restore wetlands and provide more habitats for upland game birds. He and his wife, Valma, have one adult child and reside in Arden Hills, Minnesota (www.tanisaircraft.com).

D'Shannon Aviation Helps To Refurbish 2013 AOPA Sweepstakes Plane

PALM SPRINGS, CALIF. – Aircraft Owners and Pilots Association CEO Craig Fuller announced during the AOPA Summit in Palm Springs, October 11, 2012, that the winner of the sweepstakes aircraft, a Aviat Husky, is Richard Zahn, CEO of a central Florida construction company. Zahn has been a private pilot since 2008, and has multiengine and seaplane ratings.

A 1963 B33 Beech Debonair has been selected as AOPA's sweepstakes aircraft for 2013. The four-seat aircraft has just been fitted with 20-gallon tip tanks, and new windows and a windshield at D'Shannon Aviation in Buffalo, Minn. The Debonair will now go to Santa Fe Aero Services to have its wiring and avionics replaced with a brand-new Aspen Avionics three-screen suite, plus a center stack built around Garmin's new GTN 750 GPS/Nav/ Comm/transponder with ADS-B in capability. A JP Instruments engine analyzer and a PS Engineering audio system are included in the avionics package.

There is no purchase necessary to enter or win the AOPA Debonair sweepstakes. Visit http://www.aopa. org/sweeps/ for more information and complete rules. The Debonair sweepstakes is scheduled to begin in December 2012.



March 25-26, 2013
Earle Brown Heritage Center, Brooklyn Center, MN
For more information, contact:

Awammn##@gmail.com Janese 651-247-5640 or Darlene 651-503-3183

Minnesota Aviation Day At The Capitol January 30, 2013 St. Paul, Minnesota You Won't Want To Miss This Special Event!

On <u>Wednesday</u>, <u>January 30</u>, <u>2013</u>, the Minnesota aviation community will meet at the State Capitol to visit with their State Senators and Representatives to tell them how important aviation and their local airports are to them and to their local communities.

Anyone actively involved in aviation in Minnesota, and who believes in the importance of their local airport, is encouraged to participate:



Fixed Base Operators - Airport Managers - Airport Commissioners - Mayors - City Council Members Business Aircraft Owners & Operators - Corporate Flight Departments - Pilots - Aircraft Technicians Aviation Support Service Professionals

The event will kickoff with a welcome continental breakfast at 9:00 a.m. in the Capitol (Room 316).

* Governor Mark Dayton has been invited to address participants.

At the welcome breakfast, each participant will receive a packet of materials containing handouts to be given to legislators and also suggested talking points to be discussed during their visit(s).

Participants will have the opportunity to visit their State Senator and Representative(s).

At Noon participants will attend a box lunch meeting in the Capitol. Legislators will be invited to attend.

Hosting "Minnesota Aviation Day At The Capital" is the Minnesota Aviation Trades Association (MATA), Minnesota Business Aviation Association (MBAA) & Minnesota Council Of Airports (MCOA).

In addition to attending yourself, you are encouraged to organize a "Plane Pool" or "Car Pool" of equally concerned persons.

Transportation from South St. Paul Municipal Airport/Fleming Field (SGS) will be provided to all fly-in attendees who RSVP with their ETA to Glenn Burke, Airport Manager, at 651-554-3350.

To Participate Please Register On or Before December 14: \$20.00. After December 14: \$25.00. Fee Covers Lunch & Materials. Contact Gordon Hoff, Executive Director, MBAA at gordon.hoff@comcast.net or call 651-398-4649.









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

Christopher Roy, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics

Mail Stop 410 • 222 East Plato Boulevard • St. Paul, MN 55107-1618
651-234-7200 or (toll free) 1-800-657-3922

Resolution - Solution

by Chris Roy
Director, Mn/DOT Office of Aeronautics

he holiday season is here again! All the potential for excitement and joy that the season brings leads into the long, quiet nights of winter. This allows us time to sit back, relax and reflect on



Chris Roy

the past year. It is a time for a well-deserved break, but it is also a time when we should be thinking about our investments in aviation, our airports, and the future of aviation.

Aviation is not a "they" type of organization or industry. In fact it is and always has been a "we" type of

industry. In other words it takes us working together, you and me...all of us in aviation, to make a positive and beneficial difference throughout Minnesota. It takes the strength of thought and action of each intelligent, caring, responsible person who truly loves aviation, to contribute consistently so that all our efforts and actions benefit the people of Minnesota.

Together, we can accomplish many wonderful things. With your ideas, suggestions, plans and even physical efforts, we can continue to make improvements in aviation that will help assure we have a safe and pleasant environment for flight. With your conscientious efforts, we can help continue to safeguard and improve our airports so that they remain the gateway to our many beautiful cities.

With your voice, we can reach the many who do not understand

the tremendously valuable asset that airports are for our communities. In fact we have a brochure for the public to use to educate their community about the value of their airport and more. The brochure is available online from our website at: http://www.dot.state.mn.us/aero/avoffice/pdf/AviationinMinnesotaweb4page.pdf

With your voice we can reach the many that do not understand and have not been told how they benefit from aviation, even if they do not fly!

Think about what you can do to plan what you will do to help aviation in Minnesota. Together, we can continue to reach new heights.

Please plan to take an active role this coming New Year. It is our "resolutions" together that will bring about solutions that will make the difference.

Happy Holidays!

Airport Licensing vs Owner's Liability

by Rick Braunig
Aviation Representative
MnDOT Office of Aeronautics

his year there was a change to the Minnesota State
Statutes concerning owner's liability for the use of land for recreational purposes.
The statute was changed to add noncommercial aviation activities to the definition of recreational purpose. If you want to read the statute, you can search for Minnesota Statute 604A.21. You should also read 604A.22 and 604A.23. The way I read this, a landowner can give you permission to land on their



property and as long as they don't charge you anything, they cannot be held liable if you have an accident, even if they do not warn you "of any dangerous condition on the land." If you are considering taking advantage of this provision, you may want to get a legal interpretation before you do.

Some people would have you believe that this change opens private airports for the use by any pilot as long as they aren't performing an activity that requires a commercial license. They lose sight of the title of this statute, which is "Owner's Liability."

Minnesota has statutes and rules pertaining to private airports that have been in place for a long time. These rules serve to provide a level of safety for operations at all Minnesota airports. The rules define three types of airports: Public Use, Private Use and Personal Use

Most of us are familiar with public airports. These are open to all pilots without requiring prior notice or permission. Public airports have the highest safety standards and they are inspected on a regular basis to ensure

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compliance with those standards.

Private-use airports require the permission of the airport owner before using the airport. This allows the owner to talk with the pilot and advise them of any peculiarities of using the airport. This also gives the landowner a chance to identify the type of aircraft the pilot intends to use and decide if that aircraft seems appropriate for their runway. Private-use airports are inspected before being licensed, and follow-up inspections occur when state aviation officials become aware of a change in conditions. The rules for private-use airports are less restrictive than public airports, but have restrictions on length, width and clear areas surrounding the runway.

The Minnesota rules also restrict the types of operations that can occur at private-use airports. Any commercial operation that involves carrying passengers is only permitted if the airport meets the minimum safety standards for a publicuse airport. This rule is to protect passengers who cannot be expected to understand the risks involved in operating from a private-use airport.

Finally, the personal-use airport is by definition for the personal use of the owner of the airport. The rules say: "A personal-use airport shall not be held out as available for public use, nor shall the public use of a personal-use airport be invited, permitted, or tolerated." (MN Rule 8800.2200 Subp. 6A)

Also: "A personal-use airport shall not be displayed on any chart for public distribution." (MN Rule 8800.2200 Subp. 6C)

The rules for personal-use airports only require that they are long enough, wide enough and safe enough for the use of the owner. We visit these airports prior to licensing and while we offer advice, our main purpose at the MnDOT Office of Aeronautics is to ensure that the airport doesn't create a hazard to persons or property on adjacent lands.

A few years back, the legislature added a special condition to the statutes that allows a person to operate a personal-use airport without a license as long as that airport is more than five (5) miles from the nearest public airport. These airports are still personal-use airports and must meet the criteria for a personal-use airport. In other words, they cannot endanger people or property on adjacent lands. The only time this comes up is when a non-licensed personal-use airport comes to our attention because of complaints.

In addition to state statutes and rules, local communities also have jurisdiction. Some communities require a special-use permit and others ban airports within their boundaries. I am sure there are differences in the requirements from state to state, so if you are not in Minnesota, check with your local and state officials before establishing your own airport.

Airport Licensing In Minnesota

So you want to establish your own airport. The first place to start is with a plan. I recommend "Google Earth" as a great place to get a bird's-eye view of the property. This website also has tools that allow you to make some rough measurements to ensure you have enough length for your aircraft.

The next part of the plan involves a little research. A great place to start is on our website: **www.dot.state.mn.us/aero.** On the right side of the page, click on the link: Forms/Licenses/Registration. This will take you to the page with the licensing information on it.

The Federal Aviation Regulations require you to complete an FAA Form 7480 and send it to the FAA. This initiates an airspace study that will identify any conflicts such as your neighbor who has a runway that runs perpendicular to yours that you didn't know about. I recommend waiting to move any dirt until you have the response from the FAA.

In the meantime, you should contact the agency having zoning powers over your property to see if there are any restrictions on using your property as an airport. You may need to get a conditional-use permit and that can take a couple of months. There is also a statute that requires prior approval from the state before building an airport. This can be turned around quickly if you can show that the federal and local requirements have been addressed.

This should give you adequate time to plan the construction of the runway. You should be considering climb rates and looking for obstacles off the ends of the runway that may need to be removed. You should be planning runway drainage and if you intend year-round use, consider where you will move the snow in the winter.

Once the response to the FAA Form 7480 has been received, construction can begin. When the airport has been constructed, give us a call at the MNDOT Office of Aeronautics and we will do a licensing inspection. If your airport is more than 5 miles from the nearest public airport and it is only for your personal use, a license from the state is not required. In either case, be sure to return the FAA Form 5010 that comes on the back of the FAA's response. This gets your airport in the federal database of airports.

While registering your airport with the FAA won't make your airport appear in most GPS databases, it does appear when people who know how to search are looking for it. These are people like the FAA when your other neighbor applies to likewise establish an airport. People who build power lines and wind turbines also know how to search this database, and while they are not required to protect your approaches, most companies will do what they can to keep from affecting your airport. Returning the 5010 also results in the FAA issuing an identifier for your airport, and while you can legally file a flight plan using your new identifier, don't count on the controllers knowing where it is.

Landing On A Private-Use Airport

There are some really nice private-use airports in Minnesota. Still, before choosing to land at one of them, you are required to have the permission of the owner. I know a gentleman that didn't bother to check with the owner one time and came back to find that his airplane was missing.

CONTINUED ON PAGE 58



WATA Difference

WISCONSIN AVIATION TRADES ASSOCIATION

Low-Cost, High-Quality Aircraft Paint Job? **Euroair Aviation's Stefanek Family Demonstrates Commitments To Both While Pursuing Their American Dream**

by Ed Leineweber

the high cost of aviation, but nobody does anything about it. Right? From a gallon of avgas to a new S-LSA, there is



Ed Leineweber

nothing cheap about flying. Worse yet, even when we fork out the big bucks, quality is often lacking.

This reality has many of us limited to flying tired-looking, two- and fourplace aircraft that aren't much younger than we are, and don't look much better either. Wouldn't it be nice to get that old bird painted at an affordable price? Yeah, right!

Lay that skepticism born of experience aside, and call Denis Stefanek at Euroair Aviation, located on the Reedsburg, Wisconsin, municipal airport (C35). You might be flying



Euroair Aviation is a family business. (L/R) Olin Kudelkau. Miroslav Stefanek, and Denis Stefanek, owner.

a beautifully renewed aviation gem before you know it, and at a price you EUROAIR AVIATION

did not think possible. With my Bowers Fly Baby going through his shop right now, and my Globe Swift scheduled for the near future. Denis has made a believer out of me. Of course the very attractive pricing and high-quality work are what closed the sales for me, but the old world charm and smallshop friendliness are the

characteristics of Euroair Aviation that make this family-run business an appropriate topic for this article.

I enjoy celebrating the mom-andpop nature of general aviation, which still predominates in the industry today, and remains on display at small GA airports all across the country. With that in mind, let me introduce you to Denis; his wife, Vaida; his father, Miroslav; his brother, Mirko; and his sole employee, Olin Kudelkau. Together, they are Euroair Aviation, and we are all better off for their aviation passion, hard work and dedication to finding their way in a new country.

Originally from Namest Nad Oslavou, a town in the Vysocina region of what is now the Czech Republic, Denis and his family emigrated to the U.S. in 1997 and settled in the Reedsburg, Wisconsin area. After earning a degree in mechanical engineering, Denis was certified as an aircraft mechanic in the Czech

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Air Force and worked on the Sukhoi SU-22-M4, a Russian-made fighter/ bomber. Miroslav was also a Czech Air Force aircraft mechanic, certified to work on a wide range of East Bloc military aircraft. He also ran a paint shop, where Denis learned the fine art of spray painting as a child.

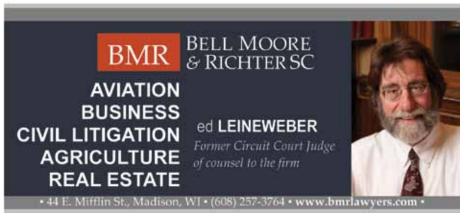
Once settled in the U.S., Denis obtained his pilot's certificate and eventually bought a Cherokee 140. Denis first worked in a couple of different jobs, but came to realize that aviation was his real passion, and where he wanted to focus his career. After a little more thought and discussion among the family, the decision was made. An aircraft paint shop named Euroair Aviation was on its way to becoming a reality!

Most of us dreaming of making our living in aviation would not start with building a new paint shop, with all the environmental and mechanical systems necessary to comply with the often conflicting and overlapping levels of governmental regulation. Wanting it to

be an environmentally-friendly facility, the Stefaneks decided to put up a brand new building on Reedsburg Municipal Airport and do the job right from the get-go.

Started in November, 2005, and finally ready to open for business about a year later, the paint shop is 3,750 square feet, and can accommodate small aircraft with a wing span of up to 40 feet, and a tail height up to 11 feet. It's a small shop for small airplanes, but a perfect place for the Stefaneks to pursue Denis Stefanek, owner of Euroair Aviation, describes for a visitor the many steps involved in preparation, cleaning, repair and painting of an aircraft, only the last few hours of which involve application of the final color coats. Denis takes pride in involving the customer in the process from start to finish, and includes many extras without additional charge, such

as the design of the paint scheme.



their dreams.

Since opening late in 2006, Euroair Aviation has painted 129 airplanes. (My Fly Baby will be number 130.) That's about two dozen aircraft a year, or two or three a month. That strikes me as a pretty good sales volume for a small start-up paint shop, but not so high that Denis and his crew cannot give detailed, craftsman-like attention to each individual aircraft.

And this they do. I've been a frequent visitor to the Reedsburg shop over the past several months, and seen their work in the various stages of progress toward a finished product. As you probably already know, in aircraft painting, preparation is everything, and takes all but a small fraction of the time consumed for the overall job. Color coats at the end are merely frosting on the cake that was a long time in the oven. It is beyond the scope of this article to discuss all of the steps Denis goes through from the first discussion of the job with a prospective customer, until the finished aircraft rolls out of





Vaida Stefanek

the shop, but readers are encouraged to give him a call at 608-448-9022, or examine the Euroair Aviation website for more details: www.euroairaviation. com.

The business plan that Denis conceived, now almost seven years ago, and still pursues today, is this: offer a high-quality, low-cost option for the aircraft owner who struggles to afford his or her Cherokee (or whatever), and to keep it well maintained and looking nice, while hoping to fly it 25 or 50 or 100 hours a year, all while keeping up with all the family bills and expenses that can easily put aircraft ownership out of reach. (That's not to say that Denis will turn down all of you "oneper-centers" out there who are looking for a great job at a great price!) Judging

from the market response, Denis is on to something. I know I would not be his customer at this time if it were not for this low-cost approach.

Denis is able to offer great prices without cutting corners in the quality and completeness of the job. For instance, he includes the aircraft paint design in his price without extra charge, and runs his shop in an environmentally responsible way. (As an avid hunter and fisherman, it is very important to Denis that he be a good steward of our natural resources.)

Like most entrepreneurs, Denis is trying to grow his business. He would like someday to have a bigger shop and be able to handle larger aircraft. He is currently taking steps to sell the current building and dreaming up the plans for the new one. While he would then be in a position to take on bigger jobs, our little airplanes will still fit in the new shop just fine.

So, let's celebrate that the U.S. is still a place where folks come seeking a better life and a place to pursue their entrepreneurial dreams. And let's also feel fortunate that the Stefanek family is pursuing theirs in a small aircraft paint shop on the little Reedsburg Municipal Airport in rural southwest Wisconsin. We are all better off for it.

She Gave Her All To GA... **Gayle A. McConochie** (5-21-47 - 10-19-12)

MADISON, WIS. - Gayle A. McConochie, 65, passed away October 19, 2012 unexpectedly. McConochie was always a pleasant figure at Wisconsin Aviation at Dane County Regional Airport, and before that at Coldstream Aviation and Frickelton School of Aeronautics. In all, she was employed in general aviation since 1976 as an accounting manager.

McConochie is pictured here with Wisconsin Aviation President Jeff Baum



in January 2011 when she received an award for 17 years of dedicated service to the company.

Airport Improvements On Door County Peninsula

DOOR COUNTY, WIS. – The spirit is strong on the Door County Peninsula in Wisconsin with a new commission chairman of Ephraim-Gibraltar Airport (3D2), support from the Village of Ephraim and the Town of Gibraltar, and an airport development project underway. Pilot Jon Neville is chairman. Two other pilots and three people who are not pilots join Neville on the commission.

The airport master plan has been approved with an area designated for up to seven new hangars; the main runway (14/32) has been cracked filled, resurfaced and remarked; and an AWOS system will be installed in 2013.

Car rental is now available from Memorial Day through October, and bicycles are available for use free of charge!

The Ephraim-Gibraltar Airport (3D2) has two runways: 14/32, 2700 X 60 feet (paved) and 01/19, 2345 X 80 feet (turf). There is a modern self-service fuel system, and tie-downs are \$12.00 per night. Restrooms are open 24/7.

For additional information or assistance with ground transportation, contact Jon Neville at 414-791-4522, Dave Thomas at 920-421-1175, or the Village of Gibraltar at 920-868-1714.



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

The Friends of Ephraim/Gibraltar Airport has a courtesy van available as well on a first come, first serve basis (www.friendsofephraimgibraltarairport.com).

For tourism information, see www.doorcounty.com.

Tailwind Flight Center Gains FAA Part 141 Private Pilot Training Approval

APPLETON, WIS. – Tailwind Flight Center has completed the challenging application and approval process, and is now certified to offer an FAA-approved Part 141 Private Pilot Training Program. The FAA-approved training curriculum allows students to take advantage of a fully structured and integrated training program that is individually reviewed and approved by the FAA. While very few flight schools offer this program, it is now available at Tailwind Flight Center at Outagamie County Regional Airport in Appleton, Wisconsin.

In approving the Part 141 program, the FAA mandates a very rigid and detailed training syllabus, as well as operating and safety procedures. All of this helps to ensure an efficient and effective student experience. It also allows for lower training and flying time requirements compared to a non-approved school.

Additionally, veterans may apply for flight training using their VA benefits. The Tailwind Flight Center flight training program also opens the door to major growth opportunities with foreign student training possibilities.

By combining their new Part 141 program with their four-year degree program through Utah Valley University, it

allows Tailwind Flight Center to satisfy virtually any primary flight training needs, from the individual seeking a Private Pilot Certificate to someone seeking an aviation career with a four-year degree.

Contact Tailwind Flight Center for a more detailed description of its various training courses at (920) 738-3031 or www.tailwindflightcenter.com.



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Aeronautics Report

Wisconsin Bureau of Aeronautics

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

David M. Greene, Director

(608) 266-3351



www.dot.wisconsin.gov



hey are extremely important, yet get very little attention. "They" are airport runway markings. The Wisconsin Bureau of Aeronautics ensures the markings of paved and turf runways at public-use general aviation airports in Wisconsin. It's part of the bureau's airport improvement and safety program.

Safety is the object of this program. That is accomplished by providing correct and clear painted markings on paved runways. In the case of turf strips, marking cones are used.

by Jeffery Taylor
Aviation Consultant
WisDOT Bureau of Aeronautics

Each year, the bureau of aeronautics creates a list of potential runways for marking projects. Considerations include – the runway marking condition report from the most recent 5010 airport inspection; a review of runways with newly established instrument approaches, with inadequate or improper markings; or a request by a bureau project manager or airport sponsor.

In addition, prior to an airport being added to the project list, its approaches must be clear of all obstructions, and it cannot be scheduled for improvement with state or federal funds – with runway markings scheduled as part of those improvements during the next two years.

The program is state-funded with approximately \$75,000 allocated for general aviation airport markings each year. Since 2008, 31 Wisconsin airports have benefited from this mark of safety.

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Justin Hetland...

Airspace Safety Program Manager WisDOT Bureau of Aeronautics

MADISON, WIS.

– The Wisconsin
Department of
Transportation's
Bureau of
Aeronautics
appointed
Justin Hetland
Wisconsin's airspace
safety program
manager in
September 2012.



Justin Hetland

Hetland serves as an airspace specialist and pilot. His duties include issuing permits for tall towers; assisting airport owners, tall tower proponents and local government with issues regarding airspace and obstructions; working with the FAA to bring new instrument approaches to Wisconsin; keeping up-to-date files on tall towers and other obstructions; and conducting aerial photography flights. He will also assist with flight instruction for the bureau and other state organizations, including the state highway patrol.

Hetland has a degree in geography from the University of Minnesota and attended the flight school at Flight Safety Academy in Vero Beach, Fla., where he was a flight instructor for two years. After flight instructing, he went on to fly a Beechjet 400A for a construction company in Fort Lauderdale, Florida. In 2009, Hetland moved back to Wisconsin to work with Dane County 911 as a dispatcher, until accepting his current position at the Wisconsin Bureau of Aeronautics.

Hetland lives in Madison, Wisconsin, and is an avid pilot. He is a member of the Experimental Aircraft Association and a huge Brewers and Packers fan, but is also a loyal Golden Gopher fan, making him a popular target in Badger territory.

For questions regarding tall towers or airspace, you may email

Justin Hetland justin.hetland@dot.wi.gov or call 608-267-5018.



Flight Instructor Refresher Course (FIRC)

The next WisDOT FIRC is scheduled for March 2 and 3, 2013 at the Gateway Technical College Bio-Science Building in Kenosha, Wisconsin. The course is open to certified flight instructors whose certificates expire in March, April, May or June of 2013. Other pilots can audit the course at a reduced fee and receive a certificate of completion. For more information, visit WisDOT's website at: http://www.dot.wisconsin.gov/news/events/air/firc.htm, where you can find a link for online registration and payment.

Wisconsin Aviation Maintenance Technician Refresher & IA Renewal Seminar

The next AMT training seminar will be held February 23, 2013 at the Crowne Plaza Hotel, Milwaukee, Wis. WisDOT holds the refresher course annually for AMTs with Inspection Authorization who need to fulfill their annual training requirement.

2013 is a certificate renewal year. Representatives from the Milwaukee Flight Standards District Office will be on site to process IA certificates, so all attendees are encouraged to bring their record of training or activity for 2012. Approximately 30 vendors will be available to discuss their products and services during breaks. Registration is \$30, which includes lunch. More information including online registration can be found on WisDOT's website at: http://www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm.

Airport Engineering Workshop

The next WisDOT- Bureau of Aeronautics Engineering Workshop is scheduled for February 12, 2013 at the Crowne Plaza Hotel, Madison, Wis. The workshop is intended for professional airport engineers, technicians and consultants who provide airport engineering services to airport owners across the state who are contracted through the bureau of aeronautics. For more information, please visit WisDOT's website at: http://www.dot.wisconsin.gov/news/events/air/engineers-workshop.htm



Extending Your iPad's Battery Life

ne of the main questions pilots have when they convert from paper aeronautical charts to digital, is will their battery last the whole flight? The argument for staying with paper is – it never "fails" or needs to be re-booted when you need it most.

While Apple says an iPad should last 10 hours on a full charge, much longer than most airplanes' typical endurance of five (5) hours, several steps can be taken to extend the life of your battery:

- An obvious first step is to let it go into standby mode when you don't need it. The features of an Electronic Flight Bag (EFB) are really interesting, but you should fly the airplane first and keep your eyes looking outside the cockpit.
- Close applications running in the background that you don't need. Double-click the home button, press and hold the app icons at the bottom until they wiggle, and press the red circle to close it.

CONTINUED ON PAGE 58

Electric Tugs – For The Environment, For Your Health

esides being one of the greatest pilots who ever lived,
Charles Lindbergh was an environmentalist, so without doubt, he would have been proud to know that one of the most popular "electric" aircraft tugs are the market today is being manufactured in his hometown of Little Falls, Minnesota.

Lindbergh Aircraft Tug
Co. manufactures different
models of electric tugs, powerful
enough to tug aircraft up to 35,000
lbs, which complements other green
initiatives at airports, such as roof top
solar electric panels, fuel tank retention
containers, and fuel spill collection
systems.

Okay, let's say you don't believe in "global warming," and believe that these unusually warm winters are instead cyclical in nature. Then you should consider buying an electric aircraft tug for your own health. Just think of the fumes that may linger in the air of your hangar from the use of a gasoline-powered tug.

Until now, the small aircraft tug industry has been dominated with outdated lawn mower power train systems. Old, oversized and



cumbersome aircraft tugs are unreliable, difficult to maneuver and often require more than one set of hands to perform the job.

The development of Lindbergh Aircraft Tugs was born from years of hands-on design and the manufacture of thousands of powered carts for diverse applications in the manufacturing, hospital, retail, government and automotive industries, and used by many Fortune 500 companies, including Boeing, GE, Ford, GM, Exxon Mobil, Caterpillar, Cardinal Health, Wal-Mart, Proctor & Gamble, Johnson & Johnson and Home Depot. Lessons learned in a broad range of challenging materials handling applications were honed and applied to the unique needs of the

aviation industry to create the new line of battery-operated, walk-behind electric aircraft tugs.

All models are designed for one person to safely and easily maneuver aircraft in tightly stacked hangars or on the ramp. In addition to the tug itself, there are a number of useful options available, including a remote control, snow tires, and a bracket that enables the tug to move aircraft with nose wheel pants. Each bracket is custom built for your aircraft type.

The smooth acceleration and braking action of Lindbergh tugs are a result of the hand variable speed twist grip handlebars, which eliminate the jerkiness found in gasoline-powered tug clutching systems. Also, the quietness of the electric motors that run on up to two 24-volt batteries allows an operator to manipulate an airplane while having the full use of sound, site, and touch. The versatility and quality of Lindbergh aircraft tugs are perfect for any aircraft tug application for individuals, fixed base operators, or corporate flight departments.

Check out the different models of aircraft tugs at http://www.lindbergh.com/aircraft-tug/, call 1-888-631-5011, or email: info@djproducts.com. Prices begin at \$1995.00 for the 4K Jr. Aircraft Caddy up to \$6995.00 for the Aircraft Caddy. Lindbergh Aircraft Tug Co. is a subsidiary of DJ Products, Inc.

Tanis Engine Preheat System Now Available For Cessna 162 Skycatcher & LSA Market

EDEN PRAIRIE, MINN. – Tanis Aircraft Products now has an engine preheat system specifically designed for the Cessna 162 Skycatcher and the Light Sport Aircraft market. This system has been approved by Cessna as per "Modification Kit MK162-25-06B" (Preheat System Part Number: TS02884-115.) The Skycatcher system is a new addition to the extensive product line already available for all single-engine, multi-engine and turbine Cessna products.

Engine preheat during cold weather operations, when used properly, will add to operational efficiency, utility,



safety of flight and reduce the problems of engine wear associated with cold starts.

When to preheat? Advisory Circular 91-13C "Cold Weather Operation of Aircraft" states that you are to consult

the aircraft or engine manufacturer for your specific operational temperature ranges. For Continental engines, refer to SIL 03-1.

"Preheating is required whenever the engine has been exposed to temperatures at or below 20 degrees Fahrenheit (wind chill factor) for a period of 2 hours or more."

Tanis Aircraft Products manufactures the only preheat system that applies heat directly to the cylinder heads, oil sump and crankcase. The Tanis preheat system is powered by ground power and is not used in flight.

Doug Evink, President and CEO of

56 DECEMBER 2012/JANUARY 2013 MIDWEST FLYER MAGAZINE

Tanis Aircraft Products, commented, "We are pleased to have another system approved by an OEM. Our line of aircraft engine preheat and protection accessories have long been an industry standard. We look forward to supporting Cessna and the LSA market by

contributing to safe aircraft operations and prolonged life of aircraft engines."

For over 37 years, Tanis Aircraft Products has manufactured customized preheat and maintenance solutions for many different aircraft and helicopter applications; single, multi and turbo

prop. All of these products are available through a Cessna Service Center, or by contacting Tanis directly.

For more information, contact Tanis Aircraft Products at 952-224-4425 or 1-800-443-2136; www.TanisAircraft. com; email info@TanisAircraft.com.

Wag-Aero's 2012 Fall Edition Catalog Now Available!



LYONS, WIS. - Wag-Aero has published its 2012 Fall Catalog featuring a 1949 Aeronca 7CCM on the cover, which is owned by Wag-Aero

customer, Darell Bartram, and photographed at the Wag-Aero Airstrip in Lyons, Wisconsin.

New items in this catalog include Taylorcraft wheel fenders, Curtis flush mount fuel valves, a baggage placard, and a Ram Air pressure cap, to mention a few.

For over 51 years, Wag-Aero has been a worldwide manufacturer and distributor

of aircraft parts for the general aviation and Light Sport Aircraft industries. Wag-Aero's catalog features a full line of instruments, wheels and brakes,

tires, covering materials, engine mounts, exhaust systems, seat belts and harnesses, consumables, ELTs, ground support equipment, lighting, fuel tanks and components, windsocks and frames, and runway lights. Shop the entire online storefront at store. wagaero.com or view a copy of the digital catalog at onlinecatalog.wagaero. com, and see an extensive selection of aircraft parts and services to fulfill all of your aviation needs. Wag-Aero offers same day shipping on most items.

Contact customer service at 1-800-558-6868, or via e-mail at wagaero sales@wagaero.com to order your FREE print copy of the new Fall 2012 Catalog.

STC'd Muffler System For Cessna 120, 140 & 150s

The FAA has approved the addition of Cessna 150 models L & M to its existing approval for Cessna models 120, 140 and 150 A through K for a complete muffler system. The mufflers can be found on page 51 of the new Fall 2012 catalog. The lefthand replacing OEM part number 0450400-3, Catalog Number

E-477-001, is available for \$369.50. The righthand replacing OEM part number 0450400-26, Catalog Number E-477-002, is available for \$353.00.

For over 51 years, Wag-Aero has been a worldwide manufacturer and distributor of aircraft parts for the general aviation and LSA industries. Its catalog features a full line of



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instruments, wheels and brakes, tires, covering materials, engine mounts, exhaust systems, seat belts and harnesses, consumables, ELTs, ground support equipment, lighting, fuel tanks and components, windsocks and frames, and runway lights. Shop the entire

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To order, for additional information,

or to receive a FREE print copy of the new Fall 2012 catalog, call customer service at 1-800-558-6868.

Muffler systems can also be ordered by visiting the online storefront at store.wagaero.com.

St. Cloud Scores Airline Service

ST. CLOUD, MINN. – William Towle, airport manager at St. Cloud Regional Airport, has announced that airline service is resuming. Allegiant Airlines will fly twice weekly between St. Cloud and Phoenix/Mesa Gateway Airport beginning December 15, 2012. "We are upgrading security to meet the Category III level of security that is required due to the size of their aircraft," says Towle. Towle

continues talks with the airlines to meet community demand for flights to Chicago.

Corporate traffic remains strong at STC, but other general aviation numbers are expected to decrease once the St. Cloud State University's aviation program closes its doors once the last junior currently enrolled completes the program.

St. Cloud Regional Airport is a

public airport located 4 miles east of the central business district of St. Cloud, Minnesota. The airport covers 1,414 acres and has two runways: Runway 13/31 (7000 x 150 ft. concrete with an ILS) and Runway 5/23 (3000 x 75 ft. asphalt).

Regional airports throughout the country are faced with a lack of airline service as federal subsidies dry up, and airlines restructure to cut expenses, providing increased opportunities for charter and corporate aviation.



WRAP UPS

PRIVATE AIRPORTS FROM PAGE 49

After some negotiation, the aircraft was returned and the lesson learned.

I would be very cautious about operating at a private airport. If at all possible, I would want to walk the runway and take some measurements before my first landing at a private airport. I would check with my insurance agent to make sure I was covered if there was damage, and I would check the aircraft flight manual for landing and takeoff performance. Is

it really worth the risk?

If I was the airport owner, I would be very cautious about who I let use my airport. You not only have to worry about the pilot suing you, but the passengers and sometimes their spouse(s) or children. I know noncommercial aviation is included in the Liability Limitations Statute, but that doesn't mean there isn't a lawyer out there who will challenge this law in court and even if you win, you can still end up with legal debts from defending

vourself.

Not every pilot is a "Bob Hoover." Even if you don't get sued, an accident on your property can be a pretty bad day. You are probably going to be visited by those heavy fire trucks and an ambulance. They can tear up a runway pretty good. Then there is the removal of the wreck and the investigation by the FAA. And that doesn't even consider the emotional toll of an accident on your property. Again, is it really worth the risk?

IPAD FROM PAGE 55

- Set the screen brightness to the lowest level.
- Turn off Wi-Fi and Bluetooth if you are not using them for your GPS or if the weather accessory doesn't require it.
- Turn off cellular data. It won't be usable when airborne and it is the most likely source of interference with panelmounted avionics.

If you want to make extra sure you won't have a battery fail on you during a flight, there are many accessories

available. Some pilots use a USB 12-24V charger they connect to the aircraft panel outlet (cigarette lighter) for unlimited power, or a portable battery backup can be connected for up to 15 hours of battery life.

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CALENDAR

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

First 15 words FREE!

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

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

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

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

DECEMBER 2012

- 1 YORK (JYR), NEB. Omelets, Burritos, Eggs, Sausage & Pancakes Breakfast -8-10am. redoakrod@stewireless.com
- 1* MAPLE LAKE (MGG), MINN. Tree of Hope
 a group of aviation related volunteers collecting toys for children in the
 hospital over the holidays. Drop off date
 Dec 1, 2012 from 9am to 1pm. Looking
 for new unwrapped toys for children in
 the hospital over the holidays. For more
 information holidaytreeofhope.org
- 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.

JANUARY 2013

- 25-26 YPSILANTI, MICH. Great Lakes Aviation
 Conference & Expo at the Eastern
 Michigan University. Seminars for
 pilots, mechanics & FBOs. IA renewal
 session for mechanics. 517-548-1200.
 GreatLakesAviationConference.com
- 30* St. Paul, Minn. Minnesota Aviation Day At The Capitol. For more info see page 47 or call 651-398-4649.

FEBRUARY 2013

- Mondovi (W69), Wis. 13th Annual Log Cabin Airport Ski Fly-In - 10:00 a.m. Good old fashioned aviation camaraderie. Chili, hot dogs, refreshments, etc. Doug Ward - Judie Ohm Owner/Operator 715-287-4205 or 715-287-3377. Frequency 122.90 logcabinairport@tcc. coop
- 24* WARROAD (KRRT), MINN. 35th annual Ski Plane Fly-In & Breakfast. Ski Planes land on the Warroad River, wheel planes at the Warroad Airport (KRRT). Shuttle service available. 100LL available on river 8 a.m. 12 noon. 218/386-1818 or 218/386-2098. E-mail: dpaulson@ssbwarroad.com.

MARCH 2013

25-26* BROOKLYN CENTER, MINN. - 2013 MN Aviation Maintenance Technician Conference at Earle Brown Heritage Center. Awammn##@gmail.com. Janese 651-247-5640 / Darlene 651-503-3183.

APRIL 2013

- 9-14 LAKELAND, FLA. Sun n Fun International Fly-In & Expo. www.sun-n-fun.org
- 10-12* LAKE OZARKS, Mo. Missouri Airport Conference at the 4 Seasons at Lake of the Ozarks. 816-510-5706.
- 17-19 Alexandria (AXN), Minn. Minnesota Airport Conference at the Arrowwood Conference Center.
- 20 BLOOMINGTON, MINN. Minnesota Aviation Hall of Fame 2013 at the Ramada Mall of America Hotel. For details, refer to

- mnaviationhalloffame.org.
- 24-25* Des Moines, Iowa Iowa Aviation Conference at Sheration West Des Moines Hotel. 515-727-0667.
- 29-5/1 Madison, Wis. 58th Wisconsin Aviation Conference at the Madison Marriott West. www.wiama.org

MAY 2013

- 1 Madison, Wis. 58th Wisconsin Aviation Conference at the Madison Marriott West. www.wiama.org
- **15-16* Moline, Ill.** Illinois Aviation Conference at the Radisson Hotel / I Wireless Center. 217-528-5230
- 30-6/2* JUNCTION CITY (3JC), KAN. National Biplane Fly-In at Freeman Field. www.nationalbiplaneflyin.com

JUNE 2013

1-2* JUNCTION CITY (3JC), KAN. - National Biplane Fly-In at Freeman Field. www.nationalbiplaneflyin.com.

JULY 2013

29-8/4 OSHKOSH (OSH), Wis. - EAA AirVenture 2013. www.airventure.org

AUGUST 2013

- 29-8/4 OSHKOSH (OSH), Wis. EAA AirVenture 2013. www.airventure.org
- 13-18* Miminiska, Ontario Canada Canadian Fishing Fly-Out at Miminiska Lodge. 196 nm north of Thunder Bay, Ontario. Contact Krista 888-465-3474 or krista@ wildernessnorth.com

OCTOBER 2013

10-12* Fort Worth, Texas - AOPA Aviation Summit 2013. www.aopa.org

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Spring is coming! Own and fly a brand new, Corvair-powered Bowers Fly Baby, now nearing completion for spring flight testing. Electric start, 110 h.p., big tires, beautiful, classic homebuilt open-cockpit dream machine. Quarter share fractional ownership, \$5,000. Come see this way-cool aircraft at Tri-County Airport, LNR, Lone Rock, Wisconsin. Contact Ed Leineweber, 608-604-6515, or edleine@countryspeed.com. Digital photos e-mailed upon request. Aeronautical Adventures, LLC. Tailwheel transition training included.

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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HANGAR FOR SALE - Dane County Regional Airport, Madison, Wisconsin. Southern exposure, 1750 sq. feet with 44 foot wide x 14 foot tall door. T hangar is located inside secured area. Please contact Clint Soule, **csoule@lwallen.com** or 608-516-4082.

HANGAR FOR SALE - Outagamie County Regional Airport, Appleton, Wisconsin (KATW). 54 ft. Schweiss bifold door, 3000+ sf, insulated, heated, plumbed. Paid 117k, selling for 95k OBO. **Dave 920-277-3688. dkrueger@me.com**

APPRAISALS AND SALES - Gran-Aire Inc., Cessna in Milwaukee since 1946, 414-461-3222,

AIRCRAFT APPRAISALS. NAAA Certified Appraiser. Aircraft Valuation Services Since 1996. Based WI. 608-786-3434. www.mwaircraftappraisal.com

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1974 Cessna A185F Skywagon - N4663C 2045 TT, 565 SMOH, April 2012 annual, 300hp IO-520D with high-70 compressions, Fluidyne 4000 retractable skis & tail ski, dual nav/coms, 1463 lbs. useful load, hangared in Midwest since new.



1975 Cessna Citation 500 - N501GB - 12,900 TT, 1090 SMOH, Fresh Phase 1-5 completed 03/12, Turnkey! RVSM-compliant, 135 Current, Thrust Reversers, Updated Garmin Panel, Beautiful P&I, NDH, new lead acid battery. Nicest 500 on the market!..

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Special Events



An overhead lift helps Bud Rogers to get back into the pilot's seat.



(L/R) Jay Martin, Bud Rogers and Jeff Plantz.

Putting The Flight Back Into The Pilot

by Pete Buffington

MADISON, WIS. – EAA Chapter 93 of Madison, Wis., and Chapter 1389 of Middleton, Wis., hosted a joint chapter EAA Young and Old Eagles day and barbeque in September 2012 at Morey Field in Middleton.

Jay Martin, member of Chapter 1389, and owner of an RV-8A, and Bud Rogers, member of Chapter 93, paired up for an out-of-the-ordinary Eagles flight. Rogers was injured in an ultralight accident 10 years ago, and is recovering from a recent stroke, making him temporarily wheel chair bound. Everything combined, he had doubts if he would ever fly again, but in the spirit of EAA, Chapter 93 made it happen.

Martin, a mechanical engineering professor at the University of Wisconsin-Madison, directs the Center for Rehabilitation Engineering and Assistive Technology (www.uwcreate.engr.wisc.edu). He does research that ranges from advanced wheelchair systems to biomechanics, and orthopedic implant research and design. A part of Martin's group works on movement issues called "Moovability" (Wisconsin=Holsteins="Moo").

One of the reasons Martin built his RV-8A is because it has a design that is relatively easy to provide access to people



Taxiing the RV-8A for takeoff at Middleton Municipal Airport – Morey Field, Middleton, Wisconsin (C29).

Photos by Skot Weidemann

with disabilities. Martin has engineered two means: one using an overhead lift, and the other using a gantry-type overhead rail system, to lift and place a person in the passenger seat of an aircraft. This is essentially an extension of the Moovability theme, which Martin calls "Moovairbility."

Once Rogers was lowered into the cockpit, Martin attached the specially engineered canopy to the RV-8A, and climbed into the cockpit, and off they went, making this a most memorable occasion for all.

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