MIDWEST FLYER MAGAZINE

FEBRUARY/MARCH 2013

Published For & By The Midwest Aviation Community Since 1978

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Contents

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ON THE COVER: Dillon Barron of Perry, Missouri and his award-winning 1954 Cessna 170B. Complete story beginning on page 22. *Photo by Mike Barron*

HEADLINES

COLUMNS

FEATURES

SECTIONS

MIDWEST FLYER MAGAZINE
FEBRUARY/MARCH 2013
Serving The Midwest Aviation Community Since 1978

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Pilot Shortage Creates Opportunity To Work With The Airlines

by Dave Weiman

As general aviation pilots, you and I know that student pilot starts are down, and aviation organizations and others are addressing this issue through special programs and initiatives, and we thank them for it.

Our primary motive may be our desire to have pilots join our ranks so we have a strong lobbying force, and as consumers of aircraft products and services, to help defray our overall costs for fuel, parts and insurance. Many of us are also employed in the industry, so we want to keep our jobs.

While having enough well-trained commercial pilots to fly the general public may be the least of our worries, it is a big concern of the airlines, and provides common ground in which we can work more closely together in the future.

According to the Aircraft Owners & Pilots Association (AOPA), the FAA has published its expected notice of proposed rulemaking revising the qualifications for air carrier first officers. The NPRM is a combination of training and experience requirements mandated by Congress in 2010 as a result of the Colgan Flight 3407 crash in Buffalo, N.Y. in 2009, and proposals that originated with the FAA. You are encouraged to submit comments on the NPRM by April 30.

The proposal would change air crew hiring requirements by making it necessary for all air carrier first officers to hold an airline transport pilot (ATP) certificate instead of a commercial pilot certificate, in effect increasing minimum flight time hours from 250 to 1,500. This also causes an increase in training costs.

Applicants for an ATP certificate with an airplane category multiengine class rating or type rating would face an additional requirement to complete a new ATP certification-training program. The new training program requirement would impose broad training obligations, rather than allow ATP certificate applicants to meet the requirement in the specific aircraft and operating environment in which they would work. The training course would require training in a Level C or higher flight simulator, making it only available through a Part 141 flight school, Part 142 flight training center, or Part 121 or Part 135 air carrier, constraining the ability of some training providers to continue offering ATP training. The rule would also impact the ranks of program instructors by requiring them to hold an ATP certificate and have at least two years of experience in a fractional ownership program or at an air carrier.

The airlines currently employ nearly 96,000 pilots. A study by the University of North Dakota shows that the major airlines will need 60,000 pilots by 2025 to replace the current workforce and cover expansion. Over the past eight years, less than 36,000 pilots have obtained airline transport pilot certificates.

All of these additional requirements, while pay for starting pilots remains low, demanding schedules make the profession less attractive, pilots are retiring at record numbers, and college administrators are cutting aviation programs. In addition, new federal requirements for pilot "rest time" will take effect in 2014, reducing pilot availability by an additional 5 percent. Higher paying jobs overseas will further hurt our situation here in the U.S.

Unfortunately, general aviation often finds itself at odds with the airlines in regards to federal funding of our nation's airspace system. And because of the political strength of the airlines, the airports that serve them are usually prioritized over general aviation airports. The airlines have failed to recognize the importance of general aviation airports as "relievers" for the commercial airports they use, and their importance relative to pilot training.

The airlines need general aviation to meet their pilot demands, as the military does not produce pilots like it once did. The airlines need our flight schools, and they need our reliever airports where training takes place. They also need our technical colleges and universities to train future pilots and other aviation professionals.

We urge our state and national aviation organizations to make an effort

to work with the airlines to meet this pilot shortage through the airline industry's support of general aviation airports, and their support of aviation programs on our campuses. The airlines need our help as much as we need theirs.

I welcome your feedback on this and other aviation topics: dave@midwestflyer.com.

SIDE BAR: While the status of flying a regional jet may not seem very glamorous considering the pay scale and physical size of the aircraft, I have nothing but admiration for these men and women who managed to get my daughter home safely over the holidays, despite lousy flight conditions. Thanks also to the airport engineers and consultants for building quality runways, and to the excellent air traffic control specialists, who we all depend on to ensure our safety. ❑

Just Whose T-6 Was That, Afterall?

MIDWEST FLYER MAGAZINE has confirmed the identity of the AeroShell Aerobatic Team T-6 and its pilot featured on the cover of its December 2012/January 2013 issue. After long examination, team member Alan Henley confirmed that it was fellow team member, Gene McNeely.

"If you look closely at the cowling, his center square at the top of the cowling's checkerboard is white," said Henley. "The other three are black in the front center top square. Gene had a problem with the original cowling. This is the spare cowling. We painted the checkerboard on it at Patrick Air Force Base back in 2001."

Identification of the World War II aircraft was made difficult because the team has four identically painted aircraft. The photo was taken at the "Thunder On The Lakeshore" air show in Manitowoc, Wisconsin on June 1, 2012 by Geoff Sobering. ❑

LETTERS

Dear Dave:

In your December 2012/January 2013 issue regarding the article on *"Landing On Private-Use Airports,"* I (would) have to say that yes, I do agree that you should get permission first. Private airports are slowly disappearing and this is a great loss to the wonderful sport of flying. Within the area I live, we had seven (7) private strips within seven (7) miles of each other. Unfortunately, due to death, relocation, and age, we lost three (3) within the past year.

I have had a private airstrip since the 1970s and have had numerous visitors. Some of which have been friends, strangers, as well as curious pilots who have just stopped by. I will be the first to say that it has hills, bumps and occasionally water settling.

Not everyone is a "Bob Hoover" and flys twins or high-performance aircraft. Some of us pilots enjoy flying Cubs, Aeroncas, Tailorcrafts, (vintage) Cessnas, and other aging aircraft. I am not a bush pilot, but I do know my aircraft well enough where I can take off and land confidently on small, private strips, along with many other pilots I know.

CONTINUED ON PAGE 62

May An Inspector Return An Aircraft To Service As Airworthy If The Aircraft's Registration Has Expired?

by Greg Reigel

According to the FAA, the answer is "yes." This question was discussed and answered in a recent legal interpretation issued by the FAA's Office of Chief Counsel. The issue arose after the FAA amended FAR 47.40 to mandate that failure to renew an aircraft's U.S. registration at the end of the three-year registration period results in the expiration of the certificate. Apparently at least one Flight Standards District Office (FSDO), and other individuals, had taken the position that an aircraft could not be returned to service as airworthy after an inspection if the aircraft's U.S. registration had expired.

The interpretation initially observed that an aircraft's airworthiness certificate is not "effective" if the aircraft's U.S. registration is expired. It also noted that FAR Part 43, which contains the FAA's general maintenance rules, applies to a U.S. registered aircraft, whether or not it has a current registration certificate and "[n]othing in the regulation indicates that a failure by the owner to renew the registration is a type of discrepancy contemplated by Part 43."

The interpretation concluded that "no current FAA regulation proscribes an approval for return to service of a U.S.-registered aircraft following an inspection required by parts 91, 125, or 135 if the aircraft's registration certificate is not current." As a result, an aircraft may be approved for return to service as airworthy as long as the aircraft:

1. has an airworthiness certificate (regardless of whether or not it is effective);

2. conforms to its type certificate (including any applicable supplemental type certificates (STC) and is in compliance with all applicable airworthiness directives (AD); and

3. is in condition for safe operation.

What can we learn from this situation, beyond the obvious interpretation of the regulations?

FSDOs don't always interpret or apply the FARs correctly. As a result, if you disagree with a FSDO's interpretation and application of the FARs, you should definitely pursue relief up the FAA food-chain to the regional or national level. Although you still may not get the relief you would like, at least you should be able to get the correct answer.

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).

Email your questions or comments to: greigel@aerolegalservices.com. ❑

Gotcha!

by Dr. John Beasley

Dr. John Beasley

We all want to avoid the dreaded "gotcha," when it comes to aviation medical examinations, and I can assure you that those folks in Oklahoma City are not out to "do a gotcha" to you. Most of the "docs" there are active pilots and in love with aviation just like we are. In fact, they want us, as Aviation Medical Examiners (AMEs), to help get you a medical certificate. Nonetheless, there are some things that can lead to certification gotchas – hassles, delays and perhaps denials. Here, in no particular order, are a few:

Gotcha #1. "Failure to Provide." If the FAA asks for more information, give it to 'em. Recently, I had an applicant come in and I issued a certificate, but a month or so later, we got a letter from the "feds" reminding him that many years previously he had neglected to respond to a request for more information and they had issued a denial for "Failure to Provide Information." My certification was then denied. The problem was eventually resolved (the original issue was trivial), but the pilot created some unnecessary bumps in the road.

Gotcha #2. Providing outdated information. The rule of thumb is that if additional information is required, it should be no more than 90 days old and occasionally has to be within the last 30 days. A while back, the feds asked for more information from an applicant and he sent them an x-ray from a year previous. It wound up being a lot of phone calls, hassles and another, more current, x-ray. None of us like hassles.

Gotcha #3. Losing your chance for Sport Pilot Certification. You all know that if you have ever been denied a medical certificate or had a Authorization of Special Issuance revoked, then you cannot fly under Sport Pilot rules. So do not, if you can possibly avoid it, get in a situation where certification will be denied. The best way to avoid that risk, if there are any "iffy" issues, is to talk with your AME before starting the actual application to minimize the chance of a denial.

This leads directly to Gotcha #4 – not checking ahead about an issue.

Recently an applicant came to me for certification with all the stuff filed online, and after I downloaded it, said, "I'm going to have surgery for prostate cancer next week." Yikes!

I had no choice but to defer as the exam was already sitting in front of me. The FAA then denied him. Now I can almost certainly get him a certificate through the Special Issuance process once surgery has been completed, but I would have preferred if he called me ahead of time, so we could put the whole thing off until after the surgery and saved him some money, and me, time. Wait for the dust to settle if a big issue such as cancer surgery is in play.

So when does the application process really start? This is important since if the application process has started, we cannot stop it.

A year or so ago an applicant called and asked an excellent question: "If I enter information into FAA MedXPress, does the FAA have it then?" Well, not quite. If you don't complete and sign the MedXpress on line, your entered information gets deleted in 30 days. Of course, you can re-enter it later. Once you sign it, it's in the system, but only for 60 days. So if you show up at your doc's office on day 61, it won't be in the system anymore.

The application process is not officially started until you give your AME the magic confirmation number AND he or she enters that number into the FAA system to see what you entered (the form you printed and brought in with you doesn't start the process). The process starts once your AME downloads it…that's the electronic equivalent of signing the old paper form in your doc's office.

Now all this said, if there are questions about the impact of something on your medical certification – maybe your blood sugar or blood pressure is up a bit – make a separate appointment with your AME and talk about it before the process starts. Let's try to avoid the gotchas.

EDITOR'S NOTE: Effective October 1, 2012, all applicants for airmen medical certification are required to complete FAA Form 8500-8 online. The online application process called "MedXPress" is then transmitted to the FAA and is then available for the applicant's AME to review at the time of the medical examination. After completing the application, the airman receives a "control number," which is needed for the AME to download the application at his office. Interestingly, MedXPress is not yet available to FAA Air Traffic Control Specialists, who are likewise required to get an FAA medical examination on a periodic basis. For additional information, refer to https://medxpress.faa.gov/ ❑

Working With ATC, Aircraft Icing & Type Specific Training

by Michael Kaufman

Michael Kaufman

I have received an email message from one of our readers with some interesting items I would like to share with you. Fellow pilot, Marty Coddington of Prior Lake, Minnesota, also opened the door for another discussion, which is of concern to all pilots, especially GA pilots this time of the year – ***icing!*** I also want to share with you some of my thoughts on getting ***"type-specific"*** flight training.

In the last issue of *Midwest Flyer Magazine,* I shared an experience that fellow pilot, Galen Maternack of Wisconsin Rapids, Wisconsin, had while getting vectors for an approach, and his request of Air Traffic Control (ATC) for a lower altitude. Marty Coddington had some great comments to share on the subject as an air traffic controller and controller supervisor for 26 years, and an airline pilot and captain for 13 years.

MARTY: *"Being placed in a position above the glideslope is often the result of 'Letters of Agreement' between ATC facilities. You and I might rename them 'Letters of Bureaucracy.' Your description that 'he should ask the next controller' is almost guaranteed to be the result of that."* Marty went on to cite an example of this, which he experienced as an airline pilot.

"I flew a leg from Milwaukee (MKE) to Grand Rapids, Michigan (GRR), sometimes a half-dozen times a week. Things always went well if we would be landing west, but if GRR was using the ILS to 8R, we were well above the GP before we got on to GRR Approach Control, despite our request for lower. After much hassling and investigation, it was learned that Muskegon (MKG) Approach Control owned the airspace below us, GRR had a shelf over the top of MKG's grass, and neither Chicago Center nor GRR Approach Control wanted to pick up the phone and get approval for us to start down. It's a disgusting fact of life, but that does not prohibit pilots from rocking the boat, nor does it demand that pilots put themselves in an unstable situation. YES, pilots must 'show command authority when communicating with ATC.' Failure to do so could kill you."

One thing I failed to comment on in the previous article that Marty noticed was the term "stabilized approach." It is so important that we practice proper approach procedures and

get the proper training, so we can recognize situations that can lead to an unstable approach and sometimes an accident.

Marty mentions an airline accident that you may want to read about at http://en.wikipedia.org/wiki/United_Express_Flight_2415. This accident involved:

1. An excessively steep and unstabilized ILS approach.
2. Improper air traffic control.
3. Airframe icing.

All are contributing factors in this accident and worth reading about.

"Airframe Icing" is the next topic, and I was inspired by the email I received from Marty.

"Icing is like a box of chocolates…You never know what you are going to get."

This famous quote fits airframe icing perfectly.

We can read many books and articles, and draw conclusions and write about the subject of airframe icing, but to experience it in the real world as I have, really gets your attention.

From the preceding quote on icing, I will need to emphasize one thing – if you fly in visible moisture at a temperature below freezing, you will get ice. The question is, how much? It could be a half-inch in several minutes, or a few thousands of an inch in an hour, but there will be ice.

In my early days of flying, I had a great fear of both thunderstorms and icing. Today with weather in the cockpit and knowing where thunderstorms are and avoiding them by a large margin, it has lessened my fear of flying when thunderstorms are forecasted. Icing is different because we do not know precisely where the heavy ice will appear and how fast it will accumulate. The AOPA Air Safety Foundation has an excellent video presentation on an icing story in the Midwest. It can be found at http://flash.aopa.org/asf/pilotstories/iceambush/iceambush.cfm.

I have a personal story to share with you that happened in the mid 1980s.

One winter day, I planned on flying a Piper Turbo Arrow on an instrument flight plan from Tri-County Regional Airport near Lone Rock, Wisconsin (KLNR) to Saint Paul Downtown Airport (KSTP) in St. Paul, Minnesota. Checking the weather, cloud bases were running 1500 to 2000 feet along the entire route of flight, and tops were reported between 5000 to 5500 feet. There were no icing reports available, but knowing there would be ice in the clouds, I filed for 8000 to be on top. I departed Lone Rock VFR and picked up my clearance once airborne and was cleared as filed, but with my initial climb to 4000.

Hmm…but I don't want 4000 as ice will be there. How right I was. I was accumulating ice rapidly once level at 4000, so I called ATC and requested higher.

"Unable higher at this time due to traffic" was the reply from ATC. I was patient for several minutes, then called ATC again with my request stating I was in heavy icing. The reply was, I could expect higher in 10 miles.

This was not going to work as the ice was accumulating rapidly, so I exercised pilot-in-command authority stating I needed higher immediately due to icing and was leaving 4000 for 8000 at this time. I was acknowledged by ATC and cleared to 8000.

Too late, too much ice. I made it up to about 4500 feet, and the airplane was stalling and unable to climb higher. I now must descend to keep my airspeed. I called ATC to tell them I was descending and asked for an approach into La Crosse, Wisconsin (KLSE), due to icing and used the "E-word." I was cleared for the approach and broke out of the cloud bases at about 1500 feet, kept cruise speed-plus until touchdown, and used the entire length of the 8700-foot runway.

When I taxied to the FBO and got out and looked at the airplane, I was amazed that it still flew. The lineman – never seeing that much ice on an airplane before – had the entire FBO staff come out to inspect the aircraft. I did not know if I should be proud of my accomplishment of keeping this aircraft in the air, or feel really stupid for my poor judgment in letting this happen.

I was lucky to have survived this incident, but there are many who have not. Icing cannot be covered by just a few words, but I would like to share a few observations I have on in-flight airframe ice.

If you are on top of a cloud deck and the temp is near, but

a few degrees above freezing, the temperature can drop rapidly once in the tops of the clouds and there will be ice. If you are flying in bright sunshine above a cloud deck and the sun is casting the shadow of the airplane on the cloud tops, and it is encompassed with a rainbow colored halo, there will be ice. The more defined the colored halo, the higher the moisture content in the tops of the clouds and the more severe the icing.

I would like to share some words about ***"frost"*** in this issue before shifting to my last topic.

Most pilots do not take frost seriously, but I sure do. I lost a very close friend from Madison, Wisconsin on January 1, 2009, while he was taking off from Joliet Regional Airport (KJOT) in Illinois with an accumulation of frost on his homebuilt aircraft. He had landed earlier in the evening to get fuel, and while the aircraft was sitting on the ground for several hours on a clear, calm night, it accumulated frost on the airframe. Immediately after takeoff, the aircraft stalled, went inverted, crashed, then caught fire, killing both occupants.

In the early 1970s, I was flying a daily route carrying blood and pathology specimens for a laboratory in Wisconsin. One night I failed to put the Piper PA12 I was flying into the hangar and found it covered with frost in the morning. Being a non-believer at that time that frost severely inhibited aircraft performance, I cleaned the windshield and loaded my cargo – 5 lbs max – and myself weighing 120 lbs at that time into the aircraft and attempted to take off. I became airborne in a slightly longer take off roll, but could not climb without stalling. It was necessary to stay in ground effect and accelerate to cruise speed before being able to attain a 50-foot per minute climb without stalling. Sublimation dissipated the frost after 15 to 20 minutes of flight, and I became a firm believer that frost is a killer.

The FAA has within the last several years changed the frost removal rules effective on January 30, 2010. The previous statement was to polish the frost until smooth. The new statement is that *no amount of frost is permissible!* The FAA in this statement recommends the following:

1. Using wing covers to prevent frost accumulation on wings.
2. Waiting for frost to melt.
3. Storing aircraft in a heated hangar.
4. Deicing the wing surface.

A thought to remember when flying or thinking of flying on that beautiful cold, clear, calm night is, once you land and stop moving, the frost will accumulate so rapidly that you cannot remove it fast enough. As soon as you push the airplane from the hangar and it is exposed to the clear night air, frost will start to build, making that flight a challenge.

Type-Specific Training

In our modern society, we have found that all things are more complicated, and we are finding more and more specialists in most fields. Doctors and lawyers are now specializing in specific areas of their practice, and so are flight instructors.

Two decades ago, I was invited to join a team of Beechcraft flight and ground instructors in a type-specific training group, then known as the Beechcraft Pilot Proficiency Program (BPPP). Today, about 90% of that original group now known as ***Bonanza/ Baron Pilot Training (BPT)*** is still giving specialized flight and ground training with some of the instructors celebrating three decades specializing in Beechcraft training. This has been the longest running program of its kind and the model that other type-specific groups have modeled their program after.

Cirrus owners have an organization – ***Cirrus Owners & Pilots Association (COPA)*** – that also offers owners type-specific flight training.

One of my close friends, Dennis Carew, is now leading a group of Piper Comanche instructors in a similar program called the ***Comanche Pilot Training Program (CPTP).*** Dennis and I worked together for many years in the Beechcraft training program before he founded the program for Piper Comanches.

After 20 years of involvement in a type-specific training program, and 8 years as the manager of flight operations, I highly recommend this type of training to all owners of high-performance and complex aircraft.

When I began instructing in the Beechcraft program, there was a small core group of instructors and the program would travel to different locations around the country (12 flight clinics a year), and hire a group of local CFIs. This saved transportation cost and kept program cost low, but the pilot would not get consistent, quality instruction.

One pilot customer noted on his evaluation sheet that his instructor commented, *"This is really a cool airplane, but how do you latch the door?"* This brought about the changes in the program that we have today with each instructor being an expert, then having gone through rigorous initial training and standards evaluation and is retrained on a biennial basis.

The benefits of having a real professional instructor in your aircraft far overshadow the additional amount charged for this service. I would like to share a short quote from one of the pilots – John Slavik of Newport Coast, California – that attended a Beechcraft Proficiency Training (BPT) program that was posted on the "Beechtalk" website: *"Shopping for the cheapest flight training, makes as much sense as shopping for the cheapest surgeon. A cheap surgeon might shorten your personal longevity, but cheap flight training might take a few family, friends and neighbors with you."*

I stated several times in previous columns about the importance of knowing your aircraft and equipment well, and the importance of getting good instruction on that equipment. This is another reason for selecting specialized training and keeping current.

When pilots register for training, they are asked to list the equipment installed in their aircraft and any variations to the original certification. Knowing in advanced what aircraft will be coming, I – as program manager – invite instructors who know this equipment well. We do not try to learn the equipment as on-the-job training. There are so many different variations in avionics that no one instructor can claim to be an expert on all of them.

The Bonanza/Baron Pilot Training Program (BPT) does eight (8) clinics in the U.S. every year, and Dennis Carew informed me that the Comanche Pilot Training Program (CPTP) does six (6) clinics in the U.S. The Cirrus Owners & Pilots Association (COPA) also shows six (6) training sessions on their 2013 calendar. The Beechcraft group has held a program in Brazil and the Comanche group has held a program in France, so pilots in other countries recognize the value of type-specific training, as well. Both of these programs were well attended and will be repeated in the future.

I am sure there are other type-specific training groups offering flight clinics and which are working to keep pilots safe. Please contact me with the details of your group, and I will be happy to mention your program with details in my next column.

Below is contact information for pilots interested in registering for one of the type-specific training programs mentioned in this issue of *Midwest Flyer Magazine:*

Comanche Pilot Training Program (CPTP) provides Comanche-specific flight training for owners and operators of all Piper Comanche airplanes. This includes the entire Comanche family of aircraft: PA24-180, PA24-250, PA24-260, PA24-400 and the twin Comanches PA30, PA30T, and PA39CR.

Approximately six (6) flight clinics are offered throughout the U.S. and Europe each year. CPTP also offers two (2) annual Comanche-specific maintenance clinics. For additional information email Dennis R. Carew, Director/ Program Manager at capt.carew@gmail.com or call 920-749-9558. ATW Wisconsin-based. George Richmond, Chief Flight Instructor/ Maintenance Manager. Email l49fe@cox.net. Call 402-894-2917. FET Nebraska-based.

Bonanza/Baron Pilot Training (BPT) provides type-specific training for all Bonanza, Baron Duke and Travel Air aircraft. BPT currently provides eight (8) in-person flight clinics yearly throughout the U.S.

First-time pilots receive two days of classroom and a 4-hour flight in their own aircraft with a Beechcraft-specific flight instructor. Recurrent pilots receive one and a half days of classroom and 4 hours of flight

training. Each aircraft receives a safety inspection with one of our maintenance inspectors prior to flight, and a one-on-one detailed safety inspection with the owner. Simulator training is available at some locations. For additional program information, email Michael J. "Mick" Kaufman, BPT Program Manager/Flight Operations at captmick@me.com, or call 920-267-6973 (Office) or 817-988-0174 (Cell). LNR Wisconsin-based.

To register for Bonanza/Baron Pilot Training, email Pam Bailey at registrar@pbpt.org or call 970-206-0182.

Cirrus Pilot Proficiency Program (CPPP) has scheduled seven (7) in-person weekend events for Cirrus owners and their partners in 2013. The program focuses on Cirrus-specific knowledge and flying proficiency.

CPPP has some of the most experienced flight instructors who regularly teach in all models of Cirrus aircraft, flown for all kinds of missions. Participants that choose Flight plus Ground will receive 10 hours of ground instruction and 6 hours of flight instruction.

Email the Cirrus Owners & Pilots Association at cppp@cirruspilots.org or call 702-920-2108. The Cirrus Owners & Pilots Association is headquartered in Las Vegas, Nevada. ❑

You Are The Key!

In about 80% of aircraft accidents, the aircraft itself is working fine until a runway incursion accident, controlled flight into terrain, stalls, spins, or loss of control happens. Through all these situations, there is one very important and common link. That is the pilot.

The pilot is the one in charge of the flight. He or she is the one who – from the moment they climb into the aircraft, until the moment their flight is completed and they climb out – remains the person responsible for the safe operation of that aircraft. From walk-around, to taxi, to flight, to landing, to shutdown and securing the aircraft on the ramp, the pilot in command IS the responsible party.

Everything related to the safe operation of that aircraft in all phases of its operation, must be done with forethought, intelligence, sound judgment, and care. Thus, you are the key to aviation safety!

(MnDOT Aeronautics)

AOPA
AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Regional Reports

A Flurry of Activity

by Bryan Budds, Manager
AOPA Great Lakes Region


Bryan Budds

As we approach warmer flying weather and hopefully putting the flurries behind us, I wanted to update you on some of the significant legislative issues AOPA has been working on in the Great Lakes Region, and events where you will have an opportunity to interact directly with AOPA staff.

On the legislative front, AOPA is actively engaged in many issues in each of the eight Great Lakes states – many of which deal with state aviation taxation.

If you are an *Indiana*-based pilot or travel extensively in the state, you probably know that Indiana's cumulative fuel tax rates are the highest in the country. Over the past year, AOPA has been working with both the state House and Senate leadership on ways to lessen this burden and attract additional aviation activity to the state. We have found very supportive members of the legislature and remain hopeful that significant steps to improve Indiana's aviation sector will be accomplished this session. Similarly, if you base or maintain your aircraft in *Minnesota,* you may also see sales tax in the aviation news as local aviation organizations and AOPA seek to provide a sales tax exemption for the parts and labor used to repair aircraft within the state. Of course, we are actively working in *North and South Dakota, Michigan, Ohio, Illinois,* and *Wisconsin* as well, and look forward to updating you on those issues in the future.

AOPA will also be active beyond the statehouses as we again enter the state aviation conference season. Right now, AOPA plans to attend the Upper Midwest Aviation Symposium in Fargo, *North Dakota;* the *Wisconsin* Aviation Conference in Madison, Wisconsin; and the *Michigan* Airport Conference in East Lansing, Michigan. I would be happy to meet with you at these events to discuss our legislative activity! Until then, feel free to reach out to me on **twitter @AOPAGreatlakes or via email: bryan.budds@aopa.org.**❑

Starting The New Year

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

by Yasmina Platt
Regional Manager,
AOPA Central Southwest Region


Yasmina Platt

Well, I guess the Mayans were, in fact, wrong! Here we are still… We have already gone through "end of the world predictions" several times, with the last time being in 1999-2000. Hope everybody had a nice holiday break and had a chance to visit with friends and family. Maybe you even used general aviation to get around.

St. Clair Regional Airport (K39) in St. Clair, *Missouri,* is still a key issue for AOPA this year and we continue to oppose the city's efforts to close the airport.

I am continuously monitoring bills and legislative developments in all four states of the Central Region (KS, MO, NE and IA), as their sessions all started at the beginning of the year.

As you might remember, the bill to extend the approach zones from the current three (3) miles to 10 miles from the end of every IFR runway in *Nebraska* was introduced by Senator Krist. This compatible land-use regulation would protect the lives of pilots, passengers and those on the ground by preventing tall obstacles from being built too close to airports.

My first trip of the year was to Kearney, Nebraska on January 23-24 for the 21st Annual Nebraska Aviation Council (NAC) Symposium. On Wednesday, I taught an "Operations at Nontowered Airports" safety seminar free to all pilots, and on Thursday, I participated in the "Airport Improvement Plan (AIP) and Washington Updates" round table discussion with several other alphabet groups and the FAA. While there, I also visited the Capitol in Lincoln to work on some advocacy efforts and met with Airport Support Network Volunteers (ASNV).

I plan on attending the *Missouri* and *Iowa Aviation Conferences* in April and the *Kansas Aviation Conference* in June; however, specific plans have not been confirmed. If I get a chance to organize an event in your area, I'll be sure to let you know via e-mail (as long as we have your e-mail address on file).

Don't forget that this year… Summit will be held in Fort Worth, Texas, October 10-12, 2013. Mark your calendar because I hope to see you there!

To stay up-to-speed with the latest in your region, visit or follow: **http://twitter.com/AOPACentralSW** and, if you need to contact me, please send me an e-mail: **yasmina.platt@aopa.org.**

I am here to help you! ❑

Our Mission!

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


Craig Fuller

As we enter 2013, we face a great deal of uncertainty. But even in the face of the unknown, there is one thing we can be absolutely certain about: our mission. Put in the simplest of terms, AOPA's mission is, and always has been, protecting our freedom to fly. That was the vision of our founders some 74 years ago, and it remains our vision today.

I have the opportunity to meet and talk to thousands of our members each year. And every time I do, you reinforce the relevance of that mission and our priorities. This is what I have come to believe:

1. AOPA must remain the strongest advocate for general aviation. Our mission of preserving the freedom to fly connects each and every one of us, no matter what we fly, how often we fly, or why we fly. Even when we no longer fly ourselves, we recognize the need to protect that freedom for future generations of pilots.

2. We must share our passion for general aviation with our fellow pilots and all of those exploring the freedom to fly. Sharing knowledge and information through our print and electronic media makes all of us better pilots who are safer, more engaged, and better prepared to welcome those who wish to join our ranks.

3. We must build the pilot community, increasing the numbers of those who learn to fly, while promoting cost-effective ways to keep certificated pilots in the air.

These are the priorities you, our members, have set out for us, and they will guide everything we do in 2013 and beyond.

Priorities and values are a critical touchstone, but fully realizing our mission means turning those ideals into strategically planned action. And in the face of a shrinking pilot population, a tough economy, and an increasingly complex regulatory environment, that means tackling each challenge from more than one perspective. There is no single solution to any of the issues facing GA. That's why, for example, we created the "Center to Advance the Pilot Community," creating one place to house a range of programs designed to build the pilot population and keep today's pilots flying.

Thus far, we've been very successful in preserving our freedom to fly, even as that same freedom has dwindled or perished in nations around the world. But we also understand that the fight must continue. We can't rest on our past success, and we can never declare victory. We must keep innovating and evolving while we build on what we know works. Stay tuned. We've got some great new ideas coming in 2013! ❑

Ask Pete!

by Pete Schoeninger

Email your questions to Pete@Flymilwaukee.com


Pete Schoeninger

Q: My nine-year-old airplane suffered a major repair after a hangar collapsed on it. Will this affect its value?

A: Yes. I recently sold a 10-year-old, low-time Cessna 182, which had the misfortune of being "smacked" twice. Repairs were professionally done and well documented by two good shops. Nonetheless, the airplane sold for $15-$20,000 below what it would have brought had it been accident free. The buyer got an airplane, which will perform identically to its non-damaged brothers, but will be worth less when the buyer goes to sell it. So in some cases, buying a relatively new airplane with damage history can be financially advantageous, but as always, be sure to get it thoroughly checked by a good shop/mechanic before purchase. It was interesting to note that 28 people inquired about the airplane and declined to even come look at it after learning of double damage, but the first person to look at it (the 29th inquirer) bought it on the spot after a very short inspection. Also note that as an airplane ages, damage history is less of a detriment. ❑

You & Your iPad In Flight

by Harold Green

Harold Green

In recent years, the advent of "Portable Electronic Devices" (PEDs), such as the iPad, have produced a wave of such devices in the cockpits of general aviation aircraft. These devices offer not only navigational information, but also can provide a link to radar weather and current AWOS/ASOS information. On some applications, flight gauges are also presented. Real-time positional tracking – accurate enough to show the aircraft's position on sectional charts, approach plates and, even on airports with detail sufficient to provide taxi guidance – are all available. These devices can contain a directional and attitude gyro, and GPS receiver. In addition, they can include the aircraft Pilot Operating Handbook (POH), weight and balance data, etc., etc. Also, connection to the Internet is available through various means.

As might be expected, other new products are becoming available in competition with the iPad as their use, and therefore, the market, expands. The devices themselves are purchased for less than a one-year subscription to commercial full U.S. "paper" approach plates. Software subscriptions are available at very reasonable prices.

There is no question but what these devices provide a significant aid to pilots and to aviation safety if used properly. Integrating these devices into the regulatory environment is an interesting issue. We will discuss an overview of the situation and then go into some practical details.

Often questions arise as to whether or not a "paper backup" is required when the devices are in use. The answer is, No – a backup is not required! Remember the issue here is legality, not common sense. More to be said on this subject later. The most difficult question really is: Are these devices legal for use in aircraft? The answer is "Yes," if you are flying VFR. If you are flying IFR, the answer is "Maybe."

The cover regulation for this is FAR 91.21d. PEDs are legal under IFR if the operator has conducted appropriate testing of the device in use. If you are operating under FAR Part 91 (non-commercial), under most provisions you can conduct those tests yourself, providing you comply with the pertinent provisions of Advisory Circular 20-176 and document that fact. If you are a commercial operator, or are operating under FAR 91F or 91K, you must conduct those tests AND receive the blessings of the FAA. Later in this discussion, we will look at a few of the test subjects.

The question also arises as to the penalty for non-compliance with the provisions of 91.21 and AC 20-176. The answer is probably nothing from a legal standpoint, unless you are involved in a rules infraction or an accident. However, there is a broader issue involving flight safety due to equipment interference or, more likely, pilot distraction due to lack of training.

We will discuss only those operations conducted under allowable provisions of FAR 91. For those looking for further official guidance, reference should be made to FAR 91.21 91.103 and 91.23, as well as Advisory Circulars AC 91-21, AC 91-78 and AC 20-176. A quick call to your FAA Flight Standards District Office will produce a list of very helpful documents.

If you decide to explore this issue further, it would be useful to keep in mind that the customary route for approval of electronic equipment for flight is to ensure that the design has been tested to conform to FAA standards, and that quality control to rigorous aviation standards is applied to the manufacture of the device. Further, software development and quality control is covered by RTCA document DO-178. This document provides the FAA with assurance that the designs initially, and throughout manufacture, meet FAA standards, including the design and transfer of software. The devices under discussion herein have not been designed, nor are they manufactured in compliance with those standards. That does not mean they are of poor quality, either in design or manufacture. It simply means that the FAA – to perform its mission –

must find other means to assure that its standards are met.

Now we will consider some of the requirements spelled out in AC 20-176. By no means is this a complete list. The subjects are some of those included in AC 20-176 and which I have found to be particularly relevant in day-to-day flight training operations involving the use of PEDs and Technically Advanced Aircraft (TAA), or glass cockpit-equipped aircraft.

Pilot training is an area of concern listed in AC 120-76. Working with a portable device somehow doesn't receive the same attention that a panel-mounted unit does. Yet, all too often student pilots struggle with the proper sequence of events to load and view an approach.

There are two areas in which electronic devices – be they glass cockpits or PEDs – challenge pilots. First, the rapid loading and selection of initial fixes of an approach, and the selection of a different approach than that planned. With paper, the issue is simple: Just flip to a new page and/or select a new Omni Bearing Selector (OBS) setting. With the electronic devices, this is not so simple because several button pushes and decisions are required, and a mistake can create the need to start over. The airplane does not stop while you do this. For both the PED and the glass cockpit, pilots should train themselves to access and modify information rapidly and without error.

A very good test is to be executing an approach and, while in the missed approach segment, rapidly select a new airport and a new approach without disrupting the missed approach sequence being executed. While this is unusual, it is not unheard of and provides an excellent training sequence.

A Flight Training Device (FTD) is an acceptable means of accomplishing this, provided the exercise is under the guidance of an instructor. In short, pilots should be competent in the operation of the PED in all foreseeable circumstances before betting their life, and those of their passengers, on the outcome. Remember, for Technically Advanced Aircraft, if the need for the PED as a backup materializes, the pilot is already in a stressful situation.

Flight crew workload deals with the positioning and use of the PED to reduce pilot workload. In most cases, we operate as a single-pilot crew. Turning your head back and forth while simultaneously reading the flight gauges and operating the PED produces an increased probability of "vertigo." It behooves us to place the PED in a position where it can be viewed readily, with a minimum of head movement, particularly from side to side. Further, minimizing the eye movement required to go from panel to PED should also be considered. As a final comment in this area, learning to dim the PED display for night flight prevents night vision from being impaired. It goes without saying that a mounting technique that eliminates the possibility of the device falling from its mount is a good thing!

Batteries: For devices that have no aircraft power source, a backup battery may be required. The FAA recommends a battery capacity of twice the flight time. If battery capacity is less than this, a backup battery is recommended. A second PED can be considered as a backup, provided it has sufficient battery capacity. Lithium batteries require careful handling and it is strongly recommended that the provisions spelled out in AC 120-176b, 11. b, c, d, e-1 thru 7 be followed as these batteries have the potential to create fires, and even under some conditions, can explode.

If you leave the PED in the airplane out on the ramp, the temperature that your device is subjected to in an airplane may well be beyond the manufacturer's design limits.

There is no requirement to have a backup except for battery capacity. But remember, there is a requirement to have up-to-date data available (i.e. non-expired approach plates). That means you must have the latest data revision

loaded into the PED for all software elements contained in your PED. This means that if the POH is in your device, it must have the latest revisions also.

It should be obvious that some form of backup is a good idea. As equipment becomes more complex, it is also more prone to failure. We will all agree that the consequences of a failure in Instrument Meteorological Conditions (IMC) can be severe. Therefore, having a backup is only common sense.

If your aircraft is equipped with a glass cockpit, then your PED becomes a very viable backup because it is independent of the primary system. Of course you must check the batteries for life and charge. Whatever form your backup takes, it should be a) Independent of the primary device, and b) Preferably of dissimilar technology. While the PED and the glass cockpit are both electronic, they are of different manufacturers and source. If you have steam gauges, then it is suggested an excellent backup to the PED is "paper."

Finally, how do we begin to comply with the test requirements? Basically, use it in VFR and watch for interference with the navigation systems of the aircraft as you turn the PED off and on. While the FAA has not blessed this, I suggest it would be reasonable to document your observations just like you do with the 30-day check on your VOR accuracy.

One standard set by the FAA Flight Standards District Office for commercial use is for 25 flights under VFR before the unit is approved for use in commercial operations. Also, note that the PED must contain the full information from the approach plate.

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

Tragedy Motivates Pilot Community To Build Flight Training Center

On April 22, 2011, Dylan (35), Amy (34), Chase (7) and Ansley (5) Spencer of Scott City, Kansas, perished near Topeka, while flying to visit family for Easter weekend. The weather was good VFR when they departed in Scott City, but deteriorated at their destination in Topeka.

The Spencer family (L/R): Dylan, Chase, Ansley, and Amy.

The Spencer family left behind a town that had been incredibly touched by their enthusiasm and involvement in the community. The accident reminded local pilots of the need to have access to resources and training opportunities to keep their skills as sharp as possible.

Aviation plays a very important role in Western Kansas, and is part of the very social fabric from which many towns and communities are built. In fact, Scott County has the highest number of pilots per capita in the state of Kansas with nearly one (1) pilot for every 100 citizens, almost four times that of the state average of 1 to 400. Additionally, Western Kansas has more than 870 pilots, making flying a key component of the local economies because of the remoteness of the state.

In order to provide a valuable resource to meet this need, the Spencer Flight and Education Center was established as a state-of-the-art training and educational facility that

Spencer Flight & Education Center, Scott City, Kansas.

not only targets the large regional pilot population, but also present various programming opportunities to non-pilots and youth. The center consists of an educational center and Redbird FMX flight simulator, and is a non-profit 501(c) 3 organization.

Persons interested in donating to the center may send their tax-deductible contributions to Spencer Flight and Education Center, 300 S. Mesquite Road, Scott City, KS 67871, or call 620-874-5075.

Photos of the center and Spencer family are posted online at www.spencerflightcenter.com/simulator.htm. ❑

Teenage Dream Comes True

Dillon Barron, 15, shortly after his dad bought him this 1954 Cessna 170B in 2009.

Dillon Barron with N1899C during restoration.

OSHKOSH, WIS. – Seventeen-year-old, Dillon Barron of Perry, Missouri, restored a 1954 Cessna 170B over a two-year period and brought home "Reserve Grand Champion" from EAA AirVenture in Oshkosh, Wisconsin this past August (2012). He completed the restoration himself, "right down to the last screw," said Barron, receiving only advice and counsel from friends.

Barron commented: "I had to be taught how to do several things, but once I was educated on techniques, etc., I did all the rest on my own. All the sheet metalwork, painting, interior, engine, and all components including installing the gauges, and exterior components."

Dillon's father, Michael, purchased the aircraft with the understanding it would be a learning restoration project, and that it was. The plane had been sitting outside at Hannibal Regional Airport for 20 years and neglected to the point of being a first-class bird hotel. This was not very inviting to a 15-year-old, but

A Year-Round Community

If you are among the very lucky few, winter is a great time to fly where you live. Crisp air and clear skies make for a smooth ride. Southern California and parts of Florida come to mind.

For the rest of us, though, this time of year can be rough. The holidays are behind us. Spring is weeks or months away. And low ceilings and stormy skies keep us earthbound.

You already know that simulators, hangar flying, and free online courses from the Air Safety Institute are good ways to build your skills, even if you're ground bound. But how about using the time to build up your flying community, too?

Hosting an event at your airport can bring pilots together. Anything from a movie night to a safety seminar can serve as an opportunity for a little camaraderie and hangar flying on a cold winter weekend.

Winter is also a great time to invite friends and family to share your excitement about flying. If you know teenagers who are interested, why not invite them to join AOPA AV8RS. It's a free membership just for people between the ages of 13 and 18, and it comes with a digital subscription to Flight Training magazine as well as special content just for them. You never know, your teen might just be the next pilot in the family.

Perhaps you've thought about joining a flying club or even buying your own airplane. Why not use some of the time you'd normally spend flying doing a little research instead? Look for flying clubs in your area and find out more about membership. Or start pricing airplanes and considering insurance options. AOPA's experts can help you with either project—and the service is free with your membership. A call or e-mail to our Pilot Information Center can get you started.

Don't let winter stop you from being part of what you enjoy. There are plenty of ways you can strengthen your skills and your community, even when the weather is keeping your feet on the ground.

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.

The tail section before and after restoration.

The 145 hp Continental engine before and after restoration.

The interior, better than new!

liking challenges, Dillon accepted his dad's offer.

The project soon turned from making the plane flyable, to an exercise in originality. Dillon built an exact duplication of how that plane would have looked in 1954 straight off the assembly line. Restoring the aircraft to its original state increased the amount of work, but the research and documentation sparked much enthusiasm, which carried Dillon through to the end.

The original Narco radio.

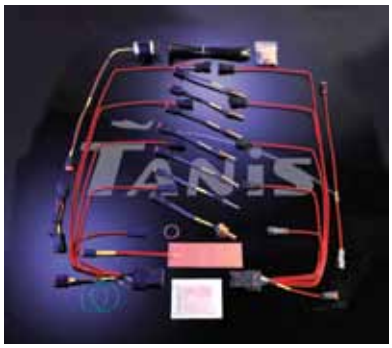
The project began in late 2009 and was completed on July 23, 2012, with over 1500 hours of Dillon's time. The deadline/date for Oshkosh AirVenture was also July 23, 2012.

While at Oshkosh the afternoon of July 24, Dillon was asked if he would move his plane to "show center" where much more attention would be received. That in itself was thrilling. Then on Friday, July 27, Dillon received notification that his project had won one of the awards, but no one knew which one. The excitement level was now rising rapidly and Dillon still had over 24 hours to wait! Dillon was presented the "Silver Lindy Award" on Saturday, July 28, at the awards ceremony.

To follow Dillon through the aircraft's restoration process, go to www.cessna170restoration.blogspot.com. ❑

Cold Weather Operations... What, When & How of Using Engine Preheat

It's that time of year again that we need special preparation for winter and cold weather operations. Over the years, we have become more educated on the importance of properly preheating an aircraft engine prior to starting in the cold. The need to preheat goes beyond just the ability to start the cold engine; it is now known that proper engine preheat enables safer winter operations and helps save on fuel costs with shorter run-up times.



Tanis Preheat System.

Here are some cold temperature engine startup tips from the folks at Tanis Aircraft Products in Eden Prairie, Minnesota:

What are the benefits of engine preheat?

Preheating reduces engine damage caused by cold starts. Cold starting and inadequate preheating can and has caused engine failures. Often preheating is the only way to get a cold engine started. Cold fuel doesn't vaporize well, and spark plugs tend to frost. Easier starting increases the longevity of the starter and battery.

Continental Service Information Letter SIL 03-1 states: "Failure to properly preheat a cold-soaked engine may result in oil congealing within the engine, oil hoses, and oil cooler with subsequent loss of oil flow, possible internal damage to the engine and subsequent engine failure."

All engines have wear and corrosion issues…even the best maintained engines will have problems eventually. The main goal of preheating is to keep aircraft in prepared state, reduce the wear, and reduce the run-up times during cold weather operations.

How do I know when engine preheat is required?

Always refer to the engine manufacturer's recommendation. (Refer to http://www.tanisaircraft.com/TechData.aspx). Also refer to your POH/AFM for cold weather operations information specific to your aircraft.

How long do I need to preheat with a Tanis system?

To fully heat a cold soaked engine for max benefits, Tanis suggests 6 hours before flight.

Can I leave the Tanis heater plugged in continuously during the cold weather months?

Continental does not recommend leaving a preheat system on for more than 24 hours. However, if you are flying on a regular basis (once a week or more), Tanis says that you can leave it plugged in continuously. Tanis Preheat Systems heat the entire engine, which Tanis feels is the intent of SIL 03-1, and Tanis does not sell or endorse systems that heat only the oil.

Can I use a portable generator to power the preheat system?

Yes, as long as it has adequate capacity. Wattage required will depend on the system installed.

What are the power requirements?

A Tanis Preheat System installed on an aircraft uses a ground/shore alternating current (AC) power source while in standby status, and is not used in flight. Systems are available in 115-volt and 230-volt configurations. Power-draw varies depending on the system. Typical power consumption for the Tanis system on a 4-cylinder engine is approximately 250 watts, and approximately 500 watts for a 6-cylinder engine. A 16-plus gauge extension cord is adequate.

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. Tanis Aircraft Preheat Systems completely heat soak the engine the way manufactures recommend. All systems include an oil sump heating element, cylinder heat heating elements, and wiring harness/installation hardware. Helicopter preheat systems typically include heating elements for the engine, main gear box, accessory gear box, FCU, hydraulic tanks, oil coolers, and tail rotors. Battery preheat systems are available and sold separately (www.tanisaircraft.com). ❑

Grassroots, Recreational Flying

Back to the Future: New Focus for the New Year

by Ed Leineweber

Ed Leineweber

A New Year brings the opportunity for new beginnings. So it will be with my regular *Midwest Flyer Magazine* column, which will henceforth broaden its focus beyond Sport Pilot/ Light Sport Aircraft to encompass all of grassroots, recreational flying. *Sounds exciting? Read on.*

I especially want to write about what I see as the looming fate of thousands of low-end, nothing-fancy light aircraft, as baby-boomers age and adapt to life changes; as the rate of student starts improves or worsens in the future; as fuel changes in price, availability and type; and as the economy fluctuates. These factors can create a scenario in which many of these aircraft, now in flyable condition, begin to head to the barns, hangar back corners, and "back 40s," or are refurbished and maintained at record numbers!

In many ways, this is a great time to own and fly an old certified or experimental amateur-built airplane. Prices are way down, interest rates remain low, and there are still decent GA airports on the outskirts of small towns all across America, with lots of capacity, hangar availability and activity. This glass is indeed at least half-full, and I'd like to help others appreciate that fact, and to take advantage of it.

The *Legacy Log of Homebuilt Airplanes,* an initiative of Robert Taylor, founder of the Antique Airplane Association, has really focused my attention on what can be done to fill the glass a little further. If you haven't read about it, take a look at my article in the October/November 2012 issue of *Midwest Flyer Magazine* (www.MidwestFlyer.com). More recently, Dan Wegmueller inspired me to make this topic a focus for the New Year. What follows is his account of the restoration of his father's 1939 Fairchild 24R. It is young people like Dan who will keep 'em flying, and out of abandoned barns.

I'd like to hear from you about your experiences buying, repairing, restoring and flying old, and not-so-old, airplanes, both certified and homebuilt, and I'd like to pass your stories on to others, in the hopes they might help to keep these older planes flying.

Finally, I will highlight affordable flying success stories when I find them, about flying clubs, small partnerships, leaseback arrangements, and other ways – old and new – that pilots across the Midwest have found viable, even in bad economic times. And I still intend to cover the big developments in the Sport Pilot/Light Sport Aircraft movement, and some of the little ones as well.

Let's make it a great year for grassroots aviation! ❑

We like to hear what is going on at your airport

Contact Us At info@midwestflyer.com

or

www.facebook.com/MidwestFlyer

Antique Aircraft Restoration Within Everyone's Reach & Well Worth The Effort!

(L/R) Dan Wegmueller and Mike Weeden inspect the fuselage following rejuvenation. *Photo Courtesy of Pat Weeden.*

Dan Wegmueller's 1939 Fairchild 24R completed and on display at Brodhead Airport.

Dan Wegmueller

by Dan Wegmueller

It is the little things, like the limited forward view. I won't be able to see properly until we gather enough speed to lift the tail. Then, there is P-factor. I must remember to compensate with the rudder immediately when power is added, and again, once the tail lifts. Nor can I forget the burn rates: a pint or better of oil and 11 gallons of fuel per hour. Finally, it is a good thing I'm not in a hurry – we'll cruise at about 100 miles per hour.

Just getting to the point of flight was in and of itself a great journey. The memory of that trip is never far from my mind, particularly during the run-up when I have the runway and entire world stretched out ahead to infinity.

In the early spring of 2011, I visited a hangar at a municipal airport in south-central Wisconsin. I was not flying this day; I merely wanted to peek inside. Tucked in a corner of the shed was an aviation classic: a 1939 Fairchild, model 24R. There she was, sitting just as she had for the past 20 years, with a coat of dust and reeking of mothballs. Despite her sabbatical from service, the airplane could still turn heads. I dreamed of what it might be like to fly her.

Restoring the Fairchild was not an unobtainable dream; the owner of this grand flying machine was my father. I had often approached him with the idea of returning the airplane to flying condition; my optimism was always thwarted by two factors: experience and money. Very simply, I did not possess the wherewithal to take on such a complicated, long-term restoration project, nor could I afford to pay someone else to do it for me. Thus, the airplane sat.

Quite by accident one day, I was introduced to an A&P named Mike Weeden (http://www.brodheadaviation.com). Based out of Brodhead, Wisconsin, Mike specializes in guiding aircraft owners through precisely the type of restoration I was looking to undertake. Mike had a workshop, paint booth, tools, aircraft hardware, and a lifetime of experience and know-how. Working under his guidance, I could perform the tedious odd jobs while Mike tackled the technical aspects of the restoration, overseeing the repairs and alterations. Restoring the Fairchild suddenly appeared to be affordable, timely, and absolutely obtainable. After years of reverie, I had found the answer.

From the beginning, the greatest surprise in taking on the Fairchild restoration was the amount of genuine interest it generated. When it came time to detach the wings from the fuselage to relocate them to Mike's shop, some half-dozen volunteers turned out to lend a hand. As I worked sporadically over the summer, fall, and winter of 2011, someone would inevitably drop by to view the progress.

Encouragement was universal. Strangers would politely stand by, chat for a few minutes and then be on their way, offering words like: "Stick with it – it's a rewarding experience." Or, "Good luck, but I don't think you'll need it!" My favorite line came from an old-timer who randomly dropped in one day while I was sanding between coats of varnish. He gazed at the naked, skeletal wings and remarked, "Say – are those wings off a Fairchild?"

Another surprise of the restoration was the necessity of networking. The Fairchild is a rare enough bird that certain spare parts, components, and repair methods are not readily available. During the course of the restoration, I shipped the magnetos and carburetor to Illinois, the Ranger engine to Missouri, Grimes landing light motors to California, and the propeller to Nevada. I spoke cumulatively for hours with people all over the United States who specialize in the restoration of Fairchild aircraft. In nearly every case, I was rewarded with newfound friendship with enthusiasts who shared my interest in classic aircraft.

Of course, challenges arose at nearly every step, but none were more daunting than upgrading the radios.

From the beginning of the restoration, I knew I would

have to replace the avionics stack. The nav/com was hopelessly outdated, and the transponder did not even work. The biggest question: With what should I replace them? My ears echoed with advice, ranging from a surly old man grumbling, "Hell, just get a handheld; you don't need anything more than that;" to a Navy pilot adamant that I "needed" a Garmin 430 GPS Nav/Com, with moving map display, built-in approach plates, and XM weather.

The good thing about advice is that most of the time it is free. Something halfway between the extremes would suffice, so in the end, I went with a simple Garmin SL 40 Com, GTX 327 Mode C transponder, and four-place audio panel from PS Engineering, all of which would fit nicely into the instrument panel with room to spare. In order to save on costs, Mike and I worked with the avionics supplier. We ordered the three units, wiring harness, breakers, switches, and headset jacks. All I had to do was install them. For those of you who have not had the pleasure, it went something like this:

I sit sideways in the door opening and shimmy backwards so that I am lying on my back. I raise my legs so my knees are tucked into my chest, then swing my feet into the cockpit and rest them on the rear seat frame. Thankfully, the seats have been removed. I slide forward, being careful not to spear my shoulder blade with the pilot seat bracket like last time. To get this far, I must have been a contortionist in a previous life.

I am now lying on my back on the floor of the airplane, my head beneath the dash, the control sticks and flap actuator digging into my collarbone. I pray to God I didn't forget anything. I hold the flashlight in my teeth and attempt to focus the beam onto the connection I need. Ignoring the sweat beading on my forehead and running into my eye, I balance on my chest an assortment of tools. I reach for the screwdriver, but can only look straight up; I'm selecting tools by touch. I weave my arm through an intestinal maze of structural steel tubing; a myriad of hoses, pressure lines, and sensor wires; and bundles of multicolored electrical connections – the nerve center of the airplane.

I force my arm through the maze, attempting to reach the connection I need. The cut end from an ancient zip-tie slices the skin on my forearm. I watch with exasperated amusement as blood seeps out, mixing with the sweat and oil already smeared across my skin.

I reach the connection. Holding the screwdriver delicately in my fingers, I attempt to unscrew the terminal. Nothing happens. I curse – of course it's the wrong size! I yank my arm back out, again slicing skin on the same zip-tie. In the process, the socket falls off the screwdriver. I hear it roll down the fuselage and fall into the inaccessible underbelly of the plane. I'll fish it out with a magnet, later.

In times like these, I would joke to Mike, if only he had kept a swear jar in his hangar. I could have paid off the entire restoration just installing the radios.

Over the course of 14 months, the Fairchild began to come back together. Both wings were stripped, repaired, and recovered using the Poly-Fiber process. The fuselage was inspected, rejuvenated, and repainted. New components, like the radio stack, brakes, and certain avionics were installed. Every step of the way, we were encouraged by an ever-growing group of supporters. When it came time to reattach the wings, so many people turned out to help that we ordered pizza and made an afternoon picnic out of it.

Then, the time came for the Fairchild to fly. After 20 years of idle storage, a 14-month restoration, and a comfortable investment of cash, the old girl left the earth and climbed into the air with over seven decades worth of pent up glory and grandeur on full display. I know of no more beautiful sound than that Ranger engine roaring skyward.

Each time I perform the run up, I reminisce fondly of the 14 months and countless new friends that brought me here. The scars on my forearms from intimate bouts with razor-sharp zip ties and safety wire have all but disappeared.

Then: full-throttle. The old girl roars ahead, standing up on her mains as delicately as a ballerina en Pointe. I can't help it; I smile every time.

After liftoff, we bank lazily, departing the airspace. I throttle back to cruise, relishing the precision and balance of this superb machine. She may not fly very fast, but man is it fun to get there.

Landing is as controlled and deliberate as flight. The

Christen Eagle II Creator Speaks At EAA Wright Banquet

OSHKOSH, WIS. – Frank Christensen, creator of the popular Christen Eagle II aerobatic biplane, was the guest speaker at EAA's Wright Brothers Memorial Banquet at the EAA AirVenture Museum in Oshkosh, Wis., December 14, 2012. In 1978, Christensen unveiled the first truly complete kit aircraft that revolutionized the homebuilt movement. His unique approach made the hands-on challenge of building an airplane a simpler, more achievable project for the novice builder.

Frank Christensen is interviewed by Jeff Skiles, EAA Vice President of Chapters & Youth Education.

EAA Chairman Jack Pelton dedicates a new exhibit in the EAA AirVenture Museum featuring the Christen Eagle II prototype (left).

Christensen's prototype Christen Eagle II, which he donated to the EAA AirVenture Museum in 2011, is the centerpiece of a new exhibit, which was dedicated during the reception held prior to this year's banquet. Funded by EAA lifetime members Lewis Shaw and John Dunham (a Christen Eagle builder), the new exhibit allows museum visitors to understand, appreciate, and be inspired by the kit approach to building aircraft.

As Dunham shared, "The kit came with 24 manuals and every possible part needed to build (the biplane). It even had the razor needed to open the shrink wrap!"

The Eagles Aerobatic Team starring Tom Poberezny, Gene Soucy, and the late Charlie Hillard, helped to make the Christen Eagle II popular during most of the team's 25-year career.

Hosting the banquet was EAA Board Chairman Jack Pelton, who is managing the daily affairs of the association, while a new president is being sought to replace former EAA President Rod Hightower, who resigned on October 22, 2012. ❑

Continued Of The Fairchild From Page 28

approach is smooth; the glide a comfortable descent. Just over the numbers, I level off, letting the old girl bleed speed of her own accord. When she's good and ready, she dips her tail and settles down. Whether executing a three-point or main wheel landing, the Fairchild lands as nicely as she flies.

No matter how my day is going, each time that tail lifts off the ground, I can't help but realize that it was all totally worth it.

EDITOR'S NOTE: Dan Wegmueller is a regular columnist for the *Monroe Times* and operates a small, grass-based Brown Swiss dairy farm. He enjoys scuba diving, cross-country motorcycling, and has held a Private Pilot Certificate since age 17. Dan and his wife, Ashley, live just outside of Monroe, Wisconsin, with their two horses. He can be reached at dwegs@tds.net ❑

(Upper) Museum owner, Ron Fagen, and his P51 Mustang.
(Lower) D-Day on Utah Beach is reenacted in this display.

(Upper) People from the Granite Falls, Minnesota community came out to view the museum, which is equipped with a 70-ft Schweiss Bi-Fold Door.
(Lower) Inside Fagen Fighters WWII Museum

The Door's Wide Open At Fagen Fighters WWII Museum

If your heart is into aviation, and you have money, there is no end as to what you can accomplish, including building a first-class aviation museum, and filling it with some of the finest examples of World War II aircraft. That's what ethanol entrepreneur, Ron Fagen, did in his hometown of Granite Falls, Minnesota. The museum is located at Granite Falls Municipal Airport/Lenzen-Roe Memorial Field (KGDB).

In 1974, Ron Fagen returned to his native Minnesota after a stint in Vietnam, having accumulated experience in construction, courtesy of the United States Army. He immediately started a construction business with a single pickup truck and a four-man crew.

Over the years, Fagen seized several opportunities to expand his business, specializing in heavy industrial construction. Today, the company that bears his name, and of which he is CEO, is the 30th largest contractor in the U.S., and the 68th largest in the world.

While the company takes on many different types of industrial construction projects, Fagen is the largest green energy design-builder in the country, specializing in building ethanol plants and wind farms. The company employs approximately 2500 people, including 300 at its home office in Granite Falls, Minnesota (pop. 2864).

Fagen became an industrial legend during the construction boom days of the United States ethanol industry (late 1990s to mid-2000). During that period, he was building about 80% of all the new ethanol plants in the United States

(something over 100). Fagen Construction is still going strong in the energy world including erecting steel towers for wind farms across the north central states. Outside the U.S., Fagen recently completed a 55 million gallon ethanol plant in Hungary.

Granite Falls is 125 miles west of the Twin Cities, and by necessity, Fagen utilizes general aviation aircraft to conduct business on a daily basis, from single-engine Pipers to Citation jets. But Fagen's romance with aviation is in his collection of World War II aircraft and the museum he built to house them.

Built as a tribute to his late father, Raymond, who participated in the June 6, 1944 D-day Utah Beach invasion of Europe, the 18,000 square foot museum measures 90 feet wide, 200 feet long, and 28 feet tall. A three-dimensional scene includes life-sized bronze sculptures of United States Army G.I.s exiting a U.S. landing craft as it hits the beaches of Normandy. Raymond Fagen is depicted as the lead soldier departing the landing craft. A total of 160,000 Allied troops were part of this huge assault. The sand used in the display was transported from Normandy to Granite Falls.

The WWII-era aircraft on display include a P-51 Mustang monogrammed as "Sweet Revenge;" a Lockheed P-38 Lightning "Ruff Stuff;" a P-40 Flying Tiger labeled "Desert Shark;" and a BT-13 trainer. This same hangar also houses General Omar Bradley's D-Day Willy Jeep, a Harley Davidson WLA Escort Motorcycle, and a D-Day Veteran WC-54 Dodge Ambulance. Upstairs is a library with books, photos, posters, WWII newspaper stories and other literature about World War II. On both the main walls are several interactive touch video screens, plus a huge mural by Nebraska artist, Dave Reiser, depicting the Allied invasion of Normandy.

A smaller gallery hangar features a Waco CG4A combat glider (built in Minnesota) that carried U.S. Army personnel from England. Gliders were often used during nighttime missions to quietly transport troops into enemy territory across the English Channel. This gallery also houses reconstructed Army training aircraft, including a PT-19, PT-22 and PT-26. There is also an anti-aircraft halftrack, a CCKWX troop carrier (better known as a Deuce and a half truck), and a Cushman Model 32 Scooter.

One Minnesota firm that got its foot in the door of the Fagen museum project was *Schweiss Bi-Fold Doors* of nearby Hector, Minnesota, 42 miles east of Granite Falls. Owner Mike Schweiss, who himself is a pilot, will be the first to recognize the significance of the aircraft housed in the museum, but structurally, he also sees his 18 x 70-foot Schweiss bi-fold door as a museum showpiece.

Weighing 22,000 lbs. with special steel sheeting and inside insulation, the bi-fold door is powered by three 5 hp electric motors. Twenty (20) Schweiss patented Lift Straps do the heavy lifting of the door, which is built to withstand 190 mph winds.

"The first hangar door I ever bought was a Schweiss door,

The Fagen Museum uses 20 Schweiss Lift Straps on its bi-fold door.

and it will also be the last door I ever buy," said Fagen. (www.schweissdoors.com)

Two additional hangars, a WWII Quonset depicting a flight operations center and a WWII control tower, make up the total complex of the museum.

Hours and days of operation are 10:00 am to 4:00 pm, Monday thru Saturday. The museum is closed on Sundays and national holidays.

The suggested donation to help with turning on the lights, cleaning the restrooms and staffing is $10 per person. For additional information, visit http://www.fagenfighterswwiimuseum.org. ❑

New Technology Helps Airports Combat Wildlife Hazards

by Steven Apfelbaum

Airports present an inviting island of habitat in the landscape. Wildlife, particularly birds, are attracted to airports, and the local landscape often has bird attractants, such as stormwater ponds. Further, local habitats often sustain bird populations that commute between roosting and feeding areas. Unfortunately, these avian commuters fly across unobstructed airports and into the path of aircraft.

Federal Aviation Administration (FAA) statistics indicate that over 20 bird collisions with aircraft occur each day. To address this bird-strike problem, the FAA mandates wildlife hazard assessments and the development of wildlife hazard management plans that are intended to be regularly updated to reflect the latest risks due to wildlife on, and around, airports.

This cute Snow Owl is a threat to air safety.

Scientists at Applied Ecological Services, Inc. (AES) have teamed with University of Illinois faculty in the Department of Civil and Environmental Engineering and the Center of Excellence for Airport Technology (CEAT) to apply new technologies in airport safety management systems. This new tool helps airports deal more successfully with safety management needs, operating effectively and efficiently with infrastructure, runway and wildlife at low cost.

The solution AES proposes is simple: provide high-quality aerial photos that document wildlife attractants. AES has obtained new technology with a very high-resolution aerial camera. This camera, mounted on the bottom of a Cessna, is capable of distinguishing targets as small as a few inches during low and slow flights. It can provide airport managers and engineers with new information to improve airport safety.

Starting in the fall of 2012, AES has been using the high-resolution aerial imaging camera technology to establish baseline conditions for infrastructure, including pavements, lighting, buildings and other airport surface areas. The camera being used by AES is one of two defense-grade Leica Model RCD30 cameras available outside the military.

Steven Wanzek, airport manager, and Ted Gonsiorowski, assistant airport manager at the University of Illinois' Willard Airport (CMI), have partnered with CEAT and AES to test the use of multi-spectral aerial imagery to improve environmental control around airport sites. With the support of university engineering faculty, CMI is becoming a test bed for imagery applications in a range of safety issues including wildlife hazard assessments. Willard Airport operations include airline services, flight training and fixed base operation services.

Dr. Edwin Herricks, coordinator of the Airport Safety Management Program in CEAT, is working with AES and many other airports on wildlife hazard assessments. Herricks uses the camera technology to map and address wildlife attractants for birds near and around airports. These attractants may influence commuter and migratory flights of birds.

The imagery shows clearly where wildlife uses the landscape by revealing animal trails and locations where animals cross beneath or over fences. The imagery, according to Dr. Herricks, is also very useful in updating GIS information.

In addition to applications in infrastructure management (such as documenting runway conditions), these images contribute directly to wildlife hazard management and environmental control around the airport site. The images also enable AES to map invasive plant species; water quality problems stemming from erosion; forested area tree diseases, such as Emerald Ash borer damage; and the identification and mitigation of wildlife attractants, in order to minimize bird strike risks.

It is often said that one picture is worth a thousand words. In this case, this unique camera technology produces an unparalleled image useful for areas of airport safety management, especially wildlife hazard mitigation.

EDITOR'S NOTE: Steven Apfelbaum is the founder and principal ecologist at Applied Ecological Services, Inc. (www.appliedeco.com/aerialimagery). ❑

When The "RAF" Doesn't Mean The Royal Air Force!

by Jim Bildilli

The 81st annual meeting of the National Association of State Aviation Officials (NASAO) was held in Salt Lake City, Utah, and there was one presentation that especially captured the audience's attention on a subject that doesn't usually come up in flying circles – back-country airstrips!

The Recreational Aviation Foundation (RAF) is making efforts to not only keep them open, but to expand their numbers on a national basis.

John McKenna is president of RAF. He sells insurance for a livelihood, but like most of us, he wears at least one more hat. Assisting McKenna with the presentation were Utah state liaisons, Wayne Loeber and Steve Dortschi.

The RAF was started by a bunch of pilots from Montana sitting around a campfire, wondering about the fate of back-country airstrips. Together, they began a grassroots effort to ensure that these facilities would be available to future generations of pilots.

That original group sitting around the campfire has grown to over 4500 members representing not only the U.S., but 12 foreign countries. The non-profit organization has garnered support from the Aircraft Owners & Pilots Association, Experimental Aircraft Association, General Aviation Manufacturers Association, National Business Aviation Association, and a host of other aviation groups to assist them in meeting their goal of preserving and creating new public-use, recreational-use airstrips. In addition, the RAF is using their charitable contributions to acquire private lands for airstrip development, producing educational materials to assist pilots in becoming knowledgeable advocates, educating members of state and federal governmental agencies about the value of recreational airstrips, and assisting with the development of new airstrips on public lands.

To meet those goals, the RAF has developed a network of 27 volunteer state liaisons who work with state pilot organizations and governmental agencies. In addition to their role as advocates of recreational landing strips, they work closely with state aviation offices and legislative representatives to amend existing rules and regulations

The Recreational Aviation Foundation "Fire Hub" at Lakeland Linder Regional Airport, Florida, site of Sun 'n Fun.

that may prohibit the establishment of recreational landing areas. So far, 15 states have amended their statutes, rules or regulations to allow the use of private or otherwise restricted airstrips by the public and limit liability for such use. In some instances, it merely meant adding the words "aircraft operations" to an existing recreational-use statute that already allows for other recreational pursuits, including the use of recreational vehicles (RVs), boats, motorcycles, all-terrain vehicles (ATVs), and utility terrain vehicles (UTVs). In all cases, the change only applies to non-commercial use of an aircraft.

According to McKenna, some state trial lawyers have raised concerns about additional protection provisions, but he points out that the RAF has found methods to address those concerns. Because the RAF's early work started in the west, several of the recreational landing areas are on land owned or controlled by the Bureau of Land Management (BLM) and U.S. Forest Service (USFS). To date, there have been no lawsuits filed against either agencies or private landowners.

In many instances, the establishment of a new remote landing area has actually enhanced access to an individual's property for emergency use and land management. But getting legislative changes has not always been easy.

For the State of Virginia, it took three tries to get a recreational-use statute through the legislature and adopted, even though there was support from the aviation community and the state aviation department. Currently, the following states have passed a landowner protection statute or rule: Arizona, Maine, Montana, Pennsylvania, Utah, Idaho, Massachusetts, New Hampshire, South Dakota, Minnesota, New Mexico, Tennessee, Washington, Virginia and Kansas.

Here in the Midwest, both Minnesota and South Dakota have changed their statutes, while efforts are currently underway in North Dakota and Michigan. Several years ago, Illinois, and a few other Midwestern states, had open-to-the-public landing strips in several of their state parks. However, most have been closed due to the lack of funding for maintenance and the concern over potential lawsuits.

As with most non-profit organizations, fundraising is always a challenge. While donations provide a substantial portion of the funds, the RAF has embarked on a new project to supplement those donations.

Based on the idea of a campfire being a central gathering place to share the day's events and plan tomorrow's activities, the RAF is constructing "Fire Hubs Across The Country." A corporate sponsor initially funds each hub. Twelve hundred (1200) bricks surround each hub and are sold and engraved with an individual's personalized message. The RAF's goal is to construct 50 fire hubs over the next few years. AOPA was the first corporate sponsor of a fire hub, which was unveiled at Sun 'n Fun in March 2012.

To learn more about the Recreational Aviation Foundation, their mission, contacts and activities, visit their website at www.raf.org and take a look at a recent video they produced about the organization. The scenery is fantastic! ❑

Flying For The Money

by Karen Workman

Sure, I'll put together a poker run." That is what I said to my pilot friends three years ago, at a fall meeting of the Minnesota Ninety Nines while we bounced around ideas for scholarship fundraisers. No matter that I had never organized a poker run, much less flown one or even participated in one on the ground. Shoot, I didn't even know how to play poker. But I really liked the idea of planes flying from airport to airport, collecting a card at each to create a poker hand. How hard could it be to plan? Anyone who has ever tried to organize a fundraising event can relate to this story.

I went home and got on the computer to read all I could about other aviation poker runs around the country, searching for one that I could use as a model. I talked to friends who had played in ground-based poker runs. I did not find anything that would be exactly right for us, but I gathered enough information to bring ideas and questions to the planning committee.

Participants of the First Annual Minnesota Puddle Jump Poker Run.

It was a mild morning for early March. The air was cool, near 40 degrees, and the sun was out. Wearing a thick leather jacket and my favorite-billed cap (a "Women Fly" patch, front and center), I waited for my committee on the warped picnic table outside of the FBO at Faribault, Minnesota. Three others showed up, less than half the number who volunteered to help a few months ago. I brought out a list of questions that needed to be answered. When? What airports? What about entry fees and prizes? Advertising? The four of us picked a date two months out and hammered out most of the big questions at that first meeting, then followed with emails and phone calls.

The month of May approached much quicker than we had expected. We were nowhere near ready. Advertising had not yet begun, no volunteers had been lined up. We decided to move the whole shebang to the middle of September. That would give us a few more months and yet still be in the "flying season."

Just before the flyers were to be blasted all over the state, I learned that the runways and ramps at our terminus airport were slated for resurfacing the day after Labor Day. The airport would be back to normal within a week if the weather cooperated. We thought it would be wise to move the poker run back a week to be well clear of the construction schedule.

Flyers were changed, airports notified, preparations continued. Then two weeks before our first annual Puddle Jump Poker Run, the construction date for runway resurfacing was moved back, to begin just five days before our big day. Again, estimated completion would be before our Saturday, but no one could promise anything.

This was the third time that our plans needed a major overhaul, and we were out of time. It seemed like fate was against us. We were not quite ready, either. A week away, we still didn't even have enough volunteers lined up. I swallowed that familiar "Darn-It-All" pill and reluctantly cancelled the poker run.

The plans languished during the following year while half of the small planning committee (my friend Patti and me) were consumed with preparation for a summer cross-country air race.

Two and a half years after first raising my hand to say I would organize a poker run, it was resurrected.

Patti, Val and I met for lunch in a crowded restaurant on a dark, sleety day in January to plan a summer flying event. It was hard to imagine warm, sunny days, but as Minnesotans, we knew they would come. The planning folder from our earlier attempts was dusted off and reviewed for updates. We picked a Saturday in mid September. We had plenty of time to pull it together.

We called all of the airport managers: could they see any problems with having maybe 50 planes flying in on the chosen date? We sought sponsors for the food we wanted to provide. We sent flyers far and wide; we posted notices on the web. We packaged eight decks of cards into 416 sealed envelopes and distributed them to airports across the state. We begged friends and family

to deal the cards at the chosen airports. We begged more family and friends to help us at the concluding airport, for what would we do if 50 or 100 planes really did show up? Every detail was covered. We even printed out a sheet of winning poker hands.

In the end, 12 planes flew our first annual Puddle Jump Poker Run despite gusty winds and low, dark clouds, some coming from much further away than I expected for our little event. By noon that Saturday, the terminus FBO was crowded with pilots and their passengers, noisily exchanging greetings, telling stories, taking pictures. We had food and drink enough for 50.

When we finally determined the winner, everyone's attention was focused. Amidst cheering, a cash prize was awarded for the winning hand, an ace through five straight. Three other high hands scored airplane-cleaning products, to the joy of the winners. Cameras flashed with the winners proudly displaying their prizes.

According to the buzz heard that day, the poker run was a small success. Players asked about plans for the next one. They wanted to tell their friends. They suggested ways we could advertise better. Even the volunteers looked forward to helping again. After three years in the making, this poker run was not perfect, but it was fun for everyone. Hopefully, the second annual Puddle Jump Poker Run doesn't take three more years to plan.

EDITOR'S NOTE: Karen Workman is an instrument-rated private pilot living in Northfield, Minnesota with her husband, Eric, who is also a pilot. Workman is vice chair of the Minnesota Chapter of the Ninety Nines and owns a Piper Cherokee 180D. ❑

Wildcat In Kenosha

KENOSHA, WIS. – On December 7, 2012, A&T Recovery brought a Grumman FM-2 Wildcat up from the bottom of Lake Michigan, 45 miles from Waukegan Harbor, Illinois. The aircraft crashed in December 1944 while being flown off an aircraft carrier or floating platform for training purposes. EAA member, Charles Greenhill, provided the funding, and is temporarily hangaring the aircraft at Kenosha Municipal Airport until it is transported to the National Naval Aviation Museum in Pensacola, Florida, where it will undergo complete restoration. Persons interested in seeing the aircraft at Kenosha Municipal Airport should call 262-658-4577 to make an appointment (http://www.eaa.org/news/2012/2012-12-12_enthusiasts-invited-to-see-rescued-wildcat.asp). ❑

Wipaire Receives New International Approvals

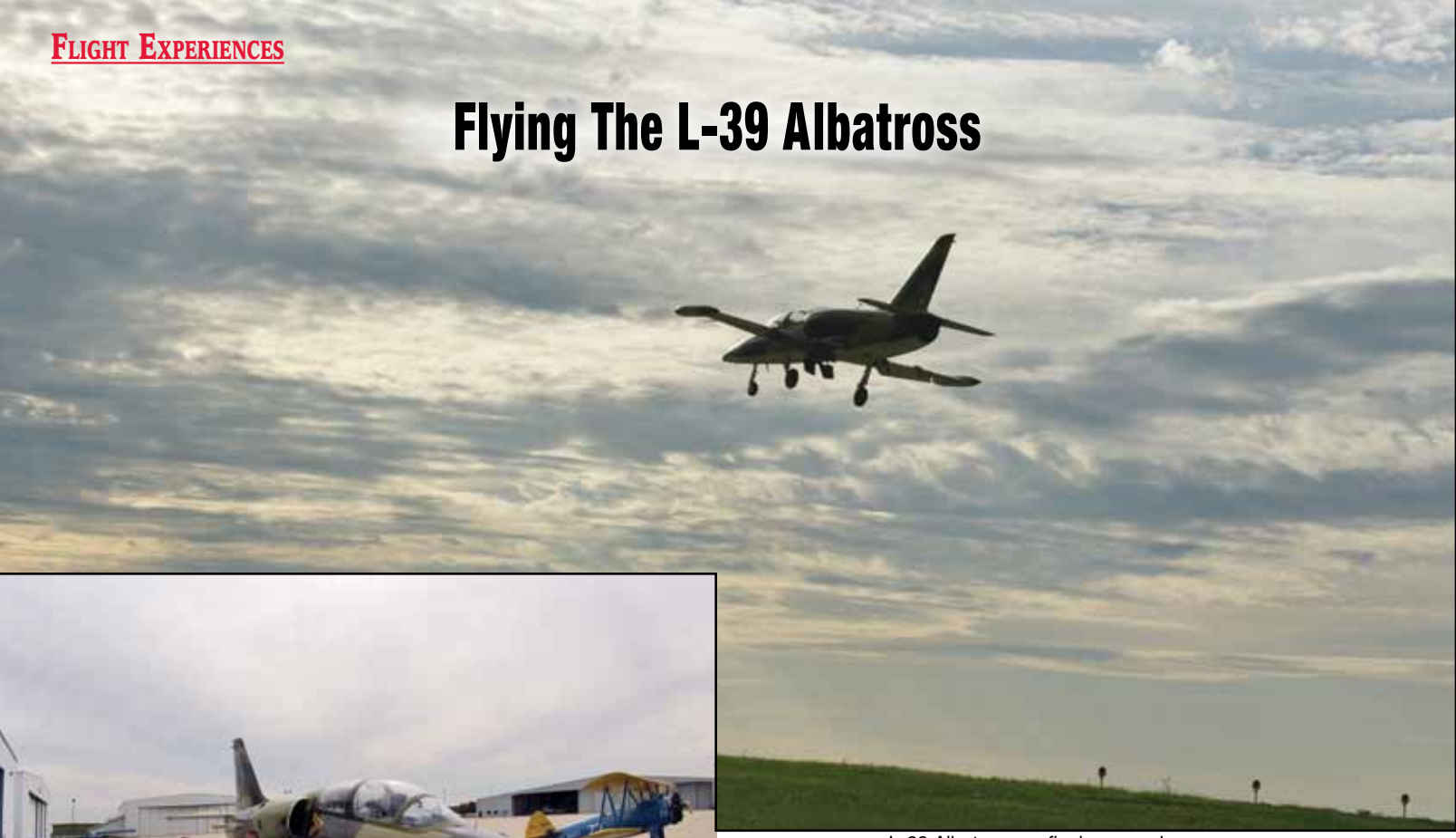
SOUTH ST. PAUL, MINN. – Wipaire, Inc. has received new European Aviation Safety Agency (EASA) validation of its Supplemental Type Certificate (STCs) for the Wipline 8750 float for Cessna Caravan (certified in the U.S. in July of 2012), and its single-point fueling modification for the Cessna Caravan, Grand Caravan, and Quest KODIAK.

Wipline 8750 floats were certified on the Cessna 208 Caravan in July 2012 and are currently undergoing certification testing for the Cessna 208B Grand Caravan. Wipline 8750 floats boast a gross weight increase to 8,750 lbs, an increase of 390-750 pounds, depending upon aircraft configuration.

Tanis also holds EASA validation for STC SA270CH for Cessna Caravan modifications including vortex generators and installation of the Pratt & Whitney PT6A-114A, and Brazilian approval for its single-point fuel modification.

The Wipaire Single Point Fueling System enables aircraft to be fueled from the ground, eliminating the need for ladders and enabling the aircraft to be fueled more safely and expeditiously. In aircraft equipped with a TKS anti-ice system, the risk of damage resulting from over-the-wing fueling is eliminated. Wipaire's electronic monitoring ensures that the aircraft is reliably topped-off and a digital display with touch screen controls ensures an easy interface for the user (www.wipaire.com). ❑

Flying The L-39 Albatross



L-39 Albatross on final approach.
Photo by Bill Wert

(L/R) Larry Nazimek and Greg Morris by L-39.
Photo by Gauntlet Warbirds

by Larry E. Nazimek

Many of us have thought about flying, and possibly owning, a surplus military jet, but even for those who can afford it, there are many considerations that tend to be "turn-offs." Questions arise, such as: "Where can I get the training, as well as advice on purchasing and owning one?" While there have been places that could meet the need, they were far from the Midwest, until Gauntlet Warbirds was established at Aurora Municipal Airport (ARR) in Sugar Grove, Illinois, in 2005.

Gauntlet's fleet includes an L-39 Albatross, two SNJs, a YAK-52, an N2S Stearman, an Extra 300, and a Decathlon. These aircraft provide training, whether you simply want a flight for the experience or a complete check out and certification. For those interested in ownership and upkeep of warbirds, Gauntlet is also happy to help.

FAA safety seminars are often held at FBOs and flight schools, and many are held at Gauntlet. A primary characteristic of the seminars held there is that they are for the crowd that was attracted to aviation for reasons other than a desire to learn endless FARs, take tests and checkrides, and fly straight and level on autopilot. Furthermore, the instructors wear military flight suits and not starched white shirts with neckties.

The L-39 Albatross

One of Gauntlet's popular seminars is about the L-39 Albatross. Chief Pilot Greg Morris delves into the training, ownership, characteristics, and systems of the aircraft. Naturally, as more pilots, from those with a casual interest to those seriously considering ownership, hear about the plane, they want to know more about it. There are definitely good reasons for the L-39's increased popularity.

If one is thinking about buying a warbird, the L-39 has a lot going for it. The first, and most obvious factor (whether one is talking about planes, cars, or...) is appearance. Morris points out that the plane is a "trainer that looks like a fighter." This also means that it's like owning a fighter for the price of a trainer.

The L-39 is mostly used for flight training, but some models are also used for training in weapons delivery, just as the U.S. Air Forces uses the Northrop AT-38B Talon. In addition, some third world countries use the L-39 as a light attack aircraft, such as Uganda, which had offered Morris a job training their pilots. (He turned down the offer. A decision he does not regret.)

A major deterrent to operating a jet is the amount of fuel it burns, but in comparing the L-39 to a T-28, Morris explains that, "...the L-39 burns fuel; the T-28 burns parts." In other words, the operating costs are on a par.

There are about 2,800 L-39s operated by various air forces, and Morris estimates that there are some 300 in the U. S. Aero Vodochody, a Czech company, manufactures the L-39, which is powered by a single AI-25TL turbine engine, which is made in the Ukraine.

The availability of parts is a major consideration in buying a foreign military aircraft, but Morris explained that they are readily available through their Slovak outlet. If you have the money, they have the parts.

The cost of any aircraft varies with market conditions. Morris says that the L-39 can now be purchased in the U.S., used, for about $170,000. A major factor in the cost of any aircraft is the time remaining on the engine before it must be replaced, but for the L-39, Morris advises that when a new engine is needed, that it is best to buy another aircraft, instead of a new engine, since new engines are very expensive. If he had to get another aircraft for this reason, Morris said: "I'd see which plane had the better airframe, and if the one I'm flying was the better one, I'd swap engines." Engine changes

The L-39 Albatross is a jet trainer, that looks like a jet fighter. *Photo by Bill Wert*

in the L-39 are relatively easy, as the entire tail section can be removed for maintenance. As for the aircraft that would not be flown, "...I'd keep it in the hangar for parts."

Morris can give you the cost for just about any part on the L-39. As for the annual inspection, "Expect to pay about $10,000." It's a plane that you don't simply "own;" you "support" it.

I flew with Morris to see what it was like to fly the Albatross. Morris has a passion for instructing and has little in common with those who are in it to simply accumulate flying hours. Testament to this, Morris was recently awarded a USAF contract to provide flight training at the USAF Test Pilot School in his SNJ.

The L-39 is the only jet used in Russian pilot training, so its performance is between that of the T-37 and T-38. It's definitely not supersonic, and the speed brakes automatically deploy at .78 mach.

One of the first things I noticed is the excellent visibility from the rear seat…something that is best appreciated by those who have flown other aircraft where this was not the case. The rear seat is higher than the front, comparable to the arrangement of the T-45. When coming in for a landing, with the higher attitude, the back-seater cannot see the runway directly ahead, but he can get a rather good view from the sides, thus allowing safe back-seat landings. (Worked for me.)

Morris wrote an "L-39 Procedures Manual" for Gauntlet Warbirds, but it clearly states that it is for the plane they operate, N992RT, and there may be differences between it and other L-39s on the market.

Naturally, a parachute is required, and the four-point harness for strapping in the seat is very different from American planes.

The various switches are also different from what we are accustomed to seeing. Some of the writing in the cockpit is in the Cyrillic alphabet, but this is not a problem, as long as the operator knows what everything is for. The gauges, many of which are original, may express quantities in kg, but as long as the pilot knows what is good and what isn't, this is no problem. The flaps are positioned with three push buttons for the up, 25 degrees, and full down positions. Lights next to the buttons serve as flap indicator positions.

The cockpit indication of the landing gear being down and locked is three green lights. In addition, small

striped rods (one in the nose and one on each wing) raise up approximately 3 inches, something that is common with most Eastern Bloc planes. When the wheels are up, the cockpit indication is three red lights, something American pilots are not accustomed to seeing.

The attitude indicator takes a bit getting used to. While it indicates pitch like other planes, when in a bank, instead of the attitude indicator banking, the miniature aircraft symbol is what banks.

Regarding steering, the manual states: "Steering on the ground is one of the biggest challenges in the L-39 checkout, unless the student has flown aircraft with Russian-style steering systems before." This is by no means an exaggeration. The plane does not have nose gear steering, so differential braking is used, but the way this is accomplished is a skill that must be mastered. Instead of toe brakes, braking is accomplished by pushing a rudder pedal full forward while squeezing the brake handle, a metal device on the control stick. The radius of the turn depends largely on the amount of pressure applied to the hand control. When one is in a turn and the brake handle is released, the plane will not automatically go straight, since the nose wheel free castors and does not automatically center itself. Braking straight ahead is accomplished with the pedals, even while squeezing the brake handle. This system cannot be too bad, however, because the Russians have been using it for many years. Morris likes its simplicity.

Unfortunately, this same steering system is used on the takeoff roll until the rudder becomes effective at higher speeds. Naturally, if there is a lot of braking used to maintain directional control, this braking lengthens the takeoff roll. For formation takeoffs, the lead pilot must use reduced power in order to compensate for brake applications on the part of the wingman.

Pilots must be very aware of the slow spool up time for the engine. In other words, when the throttle moves forward, the pilot must wait for the thrust to increase, unlike a piston engine; it's far from instantaneous, something that T-37 pilots can relate to. In order to compensate for this, speed brakes are deployed when coming in for a landing, thus requiring the engine to be kept at a higher setting, so if a go-around is required, retracting the speed brakes will provide a boost while waiting for the power to increase.

Pilots must understand the engine's characteristics. While the engine provides 3,800 lbs. of thrust at full power, reducing the power to 99.6% for cruise gives you only 2,800 lbs. At the top of the range, reducing the RPMs 7% accounts for a loss of 25% of the thrust.

It's a great plane to fly, with excellent maneuverability and roll rate, and the perfect aircraft for the frustrated fighter pilot. Hard turns can be easily made with full power as the wings buffet...a great welcome feeling if you've done it before, but not for a long time. If you simply want to cruise straight and level, there are many planes to choose from that are more cost-effective for that purpose.

The L-39 is also a great plane in the landing pattern, provided you fly it properly. It likes 120 knots on final approach, and while the pitch attitude may appear low, the nose is actually well above the horizon. Pilots should never try to stretch the glide by bringing the nose up, as the airspeed will decrease rapidly. If at any time (except for when you are about to touch down), the airspeed gets below 110 knots, or the power gets below 70%, a go-around should be initiated immediately by increasing the power to full and retracting the speedbrakes. Aerobraking is used as much as possible for full stop landings, since brakes cost approximately $3,600 per wheel.

Training Requirements

Morris has trained many pilots in the L-39, and the checkout requires about 10 hours of flying, depending on the pilot's experience. He recommends 3 hours in the books for every hour of flying.

Recent changes for FAR 61.58 require pilots of "Experimental-Exhibition Jets" (EEJs) to have an annual checkride in order to carry passengers. If you fly more than one EEJ, you need only complete this checkride in one of them. This checkride can only be given by an FAA Experimental Aircraft Examiner (EAE) or an FAA Pilot Proficiency Examiner (PPE). Greg Morris is a PPE in the L-39 and the bulkier L-29 Delfin.

One might assume that Morris is a former military fighter pilot, but such is not the case; his eyes kept him out. He's only 30 years old, but has been flying since he was 14. Morris got into aerobatic flying in college and did very well in competition. He currently has a low-level aerobatic waiver in the L-39 and T-6/SNJ. His 4,000-plus hours

includes time in the FM-2 Wildcat, P-51 Mustang, Extra 300, Su-29, Pitts S-2B and S-2C, Lazer Z-200, Cap-10B, Great Lakes Biplane, T-34, T-6, T-28, Ju-52, and he is rated in the L-29 Delfin and L-39 Albatros.

Morris' checkride, however, will only allow you to fly non-paying passengers. To put this into perspective, if you are a pilot, you can go to Gauntlet Warbirds to get a flight and it is considered training. If you are not a pilot, however, you cannot pay for a ride in the L-39; you must settle for a ride in one of their non-jet aircraft, but these are fun, too.

Many people feel that American adults should be able to make a well-informed decision for themselves about the safety of these aircraft and decide for themselves if they want to fly in one. Consequently, an effort is underway to allow exemptions for "living history flight experiences" for carrying passengers for compensation and hire.

If this passes, then Gauntlet anticipates a significant increase in business. Morris will then "...buy another aircraft."

For additional information on Gauntlet Warbirds, go to http://www.gauntletwarbirds.com/, or call 630-999-2044. ❑

Fly With The Guy From Top Gun!

A new book by former U.S. Navy Top Gun instructor, Dave "Bio" Baranek, describes his experiences as a regular guy thrown into the crazy world of fame and movies, when he flew an F-14 Tomcat for the motion picture "Top Gun," starring Tom Cruise. For more information, see www.skyhorsepublishing.com. ❑

New Flight Simulator For Macs & PCs

IKARUS has a new flight simulator for Windows and Macs called "aeroflyFS." In developing aeroflyFS, special emphasis was placed on the real flight characteristics of an aircraft. aeroflyFS has sound effects and displays a real landscape, and the wind, viewing conditions, clouds and thermals are freely adjustable. The operator can utilize a joystick, Gamepad or Game Commander, and there are many special features, such as retractable landing gear and flaps. For additional information go to: www.ikarus-usa.us. ❑

ACR Electronics Sold!

FORT LAUDERDALE, FLA. – ACR Electronics, Inc., a global leader in safety and survival technologies has been acquired by an investment fund managed by J.F. Lehman & Company, a leading middle-market private equity firm focused on defense, aerospace and maritime sectors. ACR Electronics most recently was a business unit of Cobham Commercial Systems. The acquisition by J.F. Lehman & Company follows a year-long effort by ACR/Cobham Commercial Systems to consolidate additional business units – tracking and locating military radios and Artex Emergency Locator Transmitter Products (ELTs) – into the ACR operation in Fort Lauderdale, Florida. The ACR product line includes ELTs, EPIRBs, PLBs, SART, strobe lights, life jacket lights, searchlights and safety accessories (www.jflpartners.com). ❑

Teaching The Aviators Model Code of Conduct To Kids

"Teaching the Aviators Model Code of Conduct To Kids," an abridged and simplified explanation of the *Aviators Model Code of Conduct* (AMCC), was released January 2, 2013. Written for use in the classroom with language appropriate for children, the document exposes young students to important values shared by safe and successful aviators. Developed as a volunteer effort, the document is available as a free public service, along with supporting materials, at www.secureav.com. ❑

Remembering Our Heroes – "Ready, Willing & Able!"

by Douglas J. Tomas

In 1981, I began my research on my great-uncle, TSgt. Charles L. Berg, who had been shot down and killed in action over Italy in 1943. Charles was an employee of Gisholt Machine Co. in Madison, Wisconsin, when he enlisted in the U.S. Army Air Corps in 1942. As a World War II aviation buff when I began my research, I had intended to just find information on what group, squadron, and aircraft he was in. My research at that time was not very successful, but after seeing the Collings Foundation's B-24 do a fly-by during the EAA airshow in Oshkosh, Wisconsin, August 1, 1993, in commemoration of the 50th anniversary of the infamous Ploesti Raids, I started again, in earnest, and this little project suddenly took on a life of its own!

T/Sgt. Charles L. Berg

"Ready, Willing and Able" crew photo:
Standing L-R: 1st Lt. Ralph S. Jackson - Pilot; 2nd Lt. Ernest A. Clark - Navigator; 2nd Lt. John A. Crosby - Co-pilot; 1st Lt. Denton R. McAfee - Bombardier.
Front Row L-R: S/Sgt. Albert F. Everman - Waist Gunner; S/Sgt. Robert G. Duffy - Tail Gunner; S/Sgt. Maurice Schulman - Waist Gunner; S/Sgt. Wilton W. Hamilton - Belly Turret; T/Sgt. William H. Linton - Radio Operator; T/Sgt. Charles L. Berg - Engineer.

Tech Sergeant Charles L. Berg was the flight engineer of Ralph Jackson's crew on aircraft #36, serial number 42-72768, *"Ready, Willing and Able"* of the 512th Squadron, 376th Bomb Group (heavy), the "Liberandos."

One surprise that came to light as I dug deeper into the bomb group's history was that the B-24 "Strawberry Bitch," now in the National Museum of the U. S. Air Force in Dayton, Ohio, was in the 512th Squadron during this same time. I found a mission report where Charles and his crew flew a combat mission on the 14th of December 1943.

Sadly, *"Ready, Willing and Able"* and its crew were shot down on a mission over Vicenza in northeastern Italy on the 28th of December 1943. On that mission, three squadrons of the 376th Bomb Group, with a total of 17 B-24s, did not join up with another bomber group and fighters as planned, and were attacked before getting to the target by a large number of German fighters that had not been previously reported. They shot down all six aircraft of the 512th Squadron, and two each from the 514th and 515th Squadrons, leaving only seven aircraft able to return to base. My great-uncle, and four others of the crew, were killed that day…five crew members survived. I was very fortunate in my research to be able to contact all five survivors.

Along the way, I was contacted by Giuseppe Versalato in Vicenza, Italy, who was researching these bombing missions over his city. We became very good friends and pen-pals, and exchanged quite a lot of information over the years.

Not long ago, Giuseppe informed me they had determined that a known B-24 crash site from the 28th of December 1943, was that of my great-uncle's aircraft, based on information I had provided him about the crew, and the notes

in a priest's diary, who had gone to the crash site to attend to those who were still onboard.

Then in 2011, Giuseppe informed me they had arranged with the mayor of the City of Arcugnano (approximately 9 km south of Vicenza, where the actual crash site is) to dedicate a plaque on the site, on the same date 68 years later on December 28, 2011. So I now had my excuse to finally go to Italy and visit the area, and started making plans.

L/R: Giuseppe Versalato; Douglas Tomas; Col. David Buckingham, Commander of the U.S. Army garrison in Vicenza; and the Mayor of Arcugnano, Paolo Gozzi.

The morning of December 28, 2011, when Giuseppe picked us up at the hotel, he handed me the Vicenza newspaper. Inside was a full-page story about the mission, complete with photos of my great-uncle and crew! Already, I was overwhelmed. He then took us to the cemetery in Vicenza where the Germans brought the bodies of dead Allied crewmen to be buried.

Prior to the ceremony, we all met in the town square of Arcugnano. I knew of one gentleman who Giuseppe had talked with and told me about, who was a witness to the air battle overhead that day as a young boy. I was looking forward to meeting him. But to our surprise, two other gentlemen came forward, who were also witnesses!

The crash site is in a park area south of the city in farm fields near a lake. As people assembled for the ceremony, I was quite surprised by all those who attended…among them, the police chief of Arcugnano; the mayor of Arcugnano, Paolo Gozzi; and Col. David Buckingham, commander of the U.S. Army garrison in Vicenza! The Alpine Soldiers veterans, the Italian army division for the area, provided the color guard. The procession to the site was something to see, and they included me and my traveling companion in the procession.

At the plaque site, Mayor Gozzi presented his remarks, Col. Buckingham provided his remarks, and Giuseppe Versalato also spoke. Then Giuseppe asked me to join them. I had no idea what was coming next. He then presented me with a gift box. As I opened the box, I found a piece of twisted metal which was a part of the aircraft *"Ready, Willing and Able."* It seems this piece had been recovered by the priest mentioned earlier, and had been kept until finding its way to Giuseppe. I had no idea it even existed. They asked me to say something, for which I was very poorly prepared.

The Alpine Soldiers then laid a large wreath at the base of the plaque while the Italian and United States national anthems were played. The plaque (in Italian) reads:

In Memory Of The Fallen Crew
Of The American B-24
In The 376 Group USAAF
Shot Down Here
In The 2nd World War
On 28 December 1943

The City Of Arcugnano
Placed This On
28 December 2011

Again the following day, the Vicenza newspaper carried a nearly full-page story about the ceremony with photos. It was a wonderful ceremony in memory of my great-uncle's crew, and all those who were involved on that terrible day.

It was very clear to us that the Italian people still have great respect and reverence for the events of World War II that occurred on their land, and showed their appreciation for the Allied airmen and soldiers, and respect their sacrifices.

Needless to say, this was far, far more than I had ever expected, but the ceremony, plaque and friendships are very much appreciated, and it was an honor to represent our family.

EDITOR'S NOTE: Douglas J. Tomas is an airframe and powerplant technician with inspector authorization, and an aircraft restorer. He owns and operates Vintage Aviation from the East Troy, Wisconsin airport, and is employed full time in Technical Support Services at CNH (Case International Harvester/New Holland) in Racine, Wisconsin. ❑

Have Gun Will Travel

With so much talk about concealed carry weapons, we were wondering what is all involved in transporting firearms on general aviation aircraft.

The airlines have special provisions for transporting firearms. For handguns (and each airline may have somewhat different rules), you need a special container that is sold at firearms stores, or you can purchase them online from places such as Cases Galor or Optics Planet. You need an aluminum case with locks, and you need to make sure it is "airline approved." You can also transport up to 100 rounds of ammo with the gun. You have to fill out a form at check-in, and the case will be stored in the baggage compartment of the plane. Upon landing, you just retrieve your case, but are then subject to local/state regulations regarding firearms/handguns, so check ahead before you go.

Transporting firearms in your own aircraft may be easier, but you still have to comply with local/state firearms laws where you depart and land.

According to the Aircraft Owners & Pilots Association, the transportation of any firearm, while allowed by the federal government as part of a citizen's constitutional right to bear arms, does have limitations, some restrictions, and certain regulatory requirements. The U.S. Treasury Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) controls these regulations.

First of all, all military weapons or military style/type firearms are prohibited. However, certain firearms are acceptable and suitable for sporting, hunting, and general transportation. The Federal Firearms Regulations Reference Guide details the Gun Control Act, the National Firearms Act, the Arms Export Control Act, and all relevant regulations and rulings. Title 27 CFR of the ATF Regulations describes the importation of arms, ammunition, and implements of war; commerce in firearms and ammunition; and much more.

The regulations that apply to carrying a concealed firearm on an airport or into an FBO fall under the jurisdiction of either federal or state government, depending on where you are on airport property. Federal law on firearms possession applies to the so-called "sterile" area (the area beyond the metal detectors) of passenger terminals. Read the Transportation Security Administration's (TSA's) page on Traveling With Firearms and Ammunition, and check Transportation Security Regulations Part 1542 "Airport Security" (formerly FAA Part 107) for more details. Possession of firearms outside the "sterile" area (e.g., at the FBO or airport vehicle parking lot) is governed by state law.

In the case of concealed firearms, remember that many states have a provision in their laws that allows the owner of a business to prohibit customers from carrying concealed firearms if a notice is posted to that effect at the entrance to the business. If you violate the owner's wishes, you've violated state law. Additionally, each state is different when it comes to reciprocity or the acceptance of concealed weapons permits between states. For additional information on concealed carry riciprocity, refer to https://www.usconcealedcarry.com/travel/ and state regulations in the states you intend to travel to.

The federal statute that has some applicability here is 18 USC 926A, Interstate Transportation of Firearms, known as the Federal Safe Passage Act. This law provides that anyone who is not prohibited from possessing firearms under federal law (those prohibited include felons, the dishonorably discharged, etc.), may transport firearms from any place where they can lawfully possess and carry such firearms to any other place where they can lawfully possess and carry such firearms. In order to qualify for the federal protection afforded by the act, you have to comply with a few requirements such as unloading and storing the firearm. Here is what 18 USC 926A, Interstate Transportation of Firearms, states:

"Notwithstanding any other provision of any law or any rule or regulation of a State or any political subdivision thereof, any person who is not otherwise prohibited by this chapter from transporting, shipping, or receiving a firearm shall be entitled to transport a firearm for any lawful purpose from any place where he may lawfully possess and carry such firearm to any other place where he may lawfully possess and carry

such firearm if, during such transportation the firearm is unloaded, and neither the firearm nor any ammunition being transported is readily accessible or is directly accessible from the passenger compartment of such transporting vehicle: Provided, that in the case of a vehicle without a compartment separate from the driver's compartment, the firearm or ammunition shall be contained in a locked container other than the glove compartment or console."

DISCLAIMER: The preceding was not intended as legal advice and should not be taken as such. It is recommended that you contact an attorney in your state who specializes in this area of the law.

State & Local Government Regulations

Individual states, local communities, municipalities, and counties may have their own specific regulations. At the state level, many states have a requirement to register and obtain a special permit to carry small firearms, such as pistols. Any private pilot desiring to transport a firearm, weapon, or similar device must review the appropriate regulations and should contact the local airport management or law enforcement authorities for approval to land at any airport if any firearm is on board. Furthermore, even if a permit has been obtained to carry a small firearm in one state, it does not mean other states have to accept this permit by reciprocity.

Ammunition

Title 49 CFR, Department of Transportation Hazardous Material Regulations Part 172.101, governs the transportation, packing, and labeling of ammunition. It is best not to travel with ammunition, but rather to purchase it at your destination. However, if ammunition must be transported, travel with only the amount needed for the sporting or hunting event.

Firearms carried as part of any survival gear, kit, or equipment are subject to the same requirements stated above. However, flare guns, canisters, cartridges, or other types of signaling devices are not considered firearms and are regulated by Department of Transportation Title 49 CFR Hazardous Material Regulations.

When traveling to **Canada** on sporting or hunting trips, prior permission to enter that country must be obtained. Both U.S. Customs and Canadian Customs must be contacted to obtain prior permission for entry. Register the firearm prior to leaving the United States as suggested by the ATF below. Also contact the Canada Department of Justice for import approval.

Any firearm to be imported into Canada must be declared with Canada Customs upon entry arrival and a prior permit is required. Prior to leaving the U.S., the firearm must be registered with U.S. Customs to make certain returning into the U.S. will not be a problem. Review the information on Importing A Firearm or Weapon Into Canada and from the Canada Firearms Centre for details on the Canada permit application process.

Mexico

As a general guideline, taking firearms into Mexico is not recommended because of the risk of major problems or delays to your trip. This is because, although prior permission must be obtained from the Mexico Secretary of Environmental and Natural Resources at the customs airport of entry upon arrival, the procedure for doing this is not clear or documented. If contact is made prior to departure with a U.S. office of the Mexico Consulate, they may be able to assist. A minimum process time of 45 days should be expected when completing the documents for approval. The consulate might also advise what firearms are and are not permitted.

Canada and Mexico are specifically listed above, but other countries will not allow you to enter with a firearm, even if you are only traveling through the country on the way to your final destination. If you plan to take your firearms or ammunition to another country, you should contact officials at that country's embassy or consulate to learn about its regulations.

EDITOR'S NOTE: The majority of the information above was obtained from the Aircraft Owners & Pilots Association, and in no way implies to be conclusive or current as to the date of publication. Readers are encouraged to contact local, state and federal governments for additional information and approval for the transport of any firearm. ❑

Air Charter Safety Foundation Takes Stand On Voluntary Surrender of Safety Information

ALEXANDRIA, VA – The Air Charter Safety Foundation (ACSF) recently made a presentation to a listening session of the International Civil Aviation Organization (ICAO) Safety Information Protection Task Force to solicit recommendations on balancing the protection of safety information with the administration of justice, safety-regulatory action, and the public's right to know.

ACSF believes that the current safety climate can only be enhanced through the protection of voluntarily submitted safety information. "Otherwise, all the advances in recent years will be reversed and the industry will experience a degraded level of safety," said ACSF Director of Safety, Russ Lawton.


Russ Lawton

Companies that want to enhance their safety culture through the implementation of voluntary safety reporting, will be reluctant to support these programs if they cannot provide assurance to their employees that this information will be protected.

The vision of ACSF is to enable on-demand charter providers and fractional program managers to achieve the highest levels of safety in the aviation industry. This goal will be achieved through the promotion of risk management programs, adoption of one common industry audit standard, dissemination of safety information, and creation of additional programs that advance the goals of the foundation.

ACSF is headquartered in Alexandria, Virginia. With the cooperation of and assistance from leading charter operators, fractional program managers, charter brokers, corporate charter customers, and aviation auditors, ACSF has developed an industry audit standard. It has become the exclusive standard for outstanding air charter operators, and eliminates the need for an operator to undergo multiple annual audits. ACSF does not conduct audits. Instead, it trains auditors on the ACSF Industry Audit Standard (IAS), and oversees these approved individuals as they perform the actual audit function.

The Aviation Safety Action Program (ASAP) is a reporting program that allows employees of participating companies to identify and report safety issues to management and to the FAA for resolution, without fear that the FAA will use reports accepted under the program to take legal enforcement action against them, or that companies will use such information to take disciplinary action. The FAA has approved ACSF as an ASAP Program Manager for Part 135 operators and 91K program managers in the FAA Great Lakes Region. Plans are to expand the program to other FAA regions.

The Aviation Safety Information System (ASIS) is a revolutionary software program for the on-demand and shared aircraft ownership industry that addresses the need to maintain a constant watch for emerging safety issues within their operations. AVSiS is a web-based safety event and management system that collects detailed safety event data for analysis, response deployment and success measurement. It also provides a unique tool that permits accounting for the cost savings realized by interventions. ACSF membership is not required of Part 135 operators or 91K program managers to benefit from AVSiS.

ACSF hosts an annual Air Charter Safety Symposium that focuses on academic and scientific research pertaining to aviation safety. The event brings together the leaders of on-demand and fractional ownership operators to learn about new safety programs and emerging safety concerns.


Bryan Burns

Bryan Burns is president of ACSF and is responsible for the foundation's daily operations and leadership. Burns has 30 years' experience in the fixed base operator (FBO) industry. Prior to joining ACSF, he was the general manager for Signature Flight Support at Washington Dulles and Ronald Reagan Washington National Airports. Under Burns' leadership, Signature at Ronald Reagan Washington National Airport was rated the #1 FBO in the nation for four consecutive years by *Pro Pilot Magazine*.

For additional information visit www.acsf.aero or call 888-SAFE-135. ❑

Piper, State of Florida Amend Incentive Agreement

VERO BEACH, FLA. – The Florida Department of Economic Opportunity and Piper Aircraft Inc. agreed in December 2012 to amend an earlier contract to retain the company's operations in Florida and increase investment in aircraft manufacturing facilities.

Because Piper is staying in Florida and has exceeded by about $30 million its capital and research and development investment obligations under the agreement, the State of Florida will permit Piper to retain half of approximately $6.6 million in economic development incentives already awarded the company. Piper will be permitted to keep the other half, or about $3.3 million in previously awarded incentives, if it meets certain employment obligations for the next four years.

The amendment calls for Piper to retain a specified number of 650 full-time equivalent positions, with an annual average salary of at least $46,500 for the four-year period. Since the original agreement was signed in 2008, and despite serious global economic challenges, Piper invested more than $100 million in the Vero Beach operation in addition to annual payroll and Florida supplier purchases. ❑

Unmanned Aircraft Ethics Get Reviewed

GRAND FORKS, N.D. – As a leader in "unmanned aircraft" development, the University of North Dakota (UND) is now looking at the ethics of using unmanned aircraft. In addition to potential conflicts with manned aircraft, there are all sorts of privacy issues at stake, including the use of unmanned vehicles by local law enforcement, to spying on one's neighbors, or inadvertently photographing something or someone. A committee of University of North Dakota researchers, law enforcement officials and residents will review how unmanned aircraft are used and consider their legal and ethical issues. Meanwhile, the Federal Aviation Administration is busy developing rules on the use of the technology, so as not to conflict with manned aircraft and airspace restrictions, which are due out by 2015. ❑

Wipaire, Inc. Announces Southeastern Service Center

SOUTH SAINT PAUL, MINNESOTA – Wipaire, Inc. has established a southeastern service center at Leesburg International Airport (KLEE) in Leesburg, Florida. The facility will offer onsite aircraft and float maintenance, avionics repair and installations, aircraft interior refurbishments and float installations, as well as installations of select Wipaire modifications. The service center's hangar can accommodate everything from small single-engine aircraft to single-engine turboprops. Leesburg is located near Lake Harris and Tavares seaplane base.

For additional information, contact Rod Edlund, Assistant Director of Maintenance, at 651-286-7010 or via email at redlund@wipaire.com.

Wipaire is headquartered at South St. Paul Airport (Fleming Field) in South St. Paul, Minnesota (www.wipaire.com). ❑

Thunderbird Aviation In The Twin Cities Metro – Minnesota's Newest FBO

by Dave Weiman

When you invest $2 million in a business during an economic downturn, you have to know your market, know your business, and believe in yourself and your staff, and Nancy Grazzini-Olson does. She has been operating Thunderbird Aviation at Flying Cloud Airport (KFCM) in the Twin Cities' southwest suburb of Eden Prairie, Minnesota, and Crystal Airport (KMIC) in the northwest suburbs, since her late father, Albert, sold the business to her in 2000. Both operations combined, the company employs about 100 people.

The new 8,000-sq. ft. facility is as impressive from the street, as it is from the taxiway. The new structure says, *"Come Fly With Me"* at a time general aviation is working hard to recruit new pilots and retain existing ones. Thunderbird Aviation is located on the north side of the field at 14091 Pioneer Trail with easy access from all runways.

Thunderbird has traditionally focused on flight training and professional pilot development, aircraft rental, aircraft maintenance and 100LL fuel sales. With the dedication of its new terminal, Thunderbird has been transformed into an *"executive flight center,"* now offering jet fuel sales and corporate jet services, including meeting room space, catering, ground transportation (Enterprise car rental, limousine service, taxi service, courtesy car), assistance with hotel reservations, and servicing nitrogen, oxygen, lavatories, cleaning cabins, and washing aircraft.

"Our new facilities have enabled us to expand our services, not merely redirect them," said Olson. "*We will remain true to our grassroots clientele of aircraft owners, charter customers, and those who rent aircraft from us, and continue to be the leader in flight training in the Twin Cities.* (Thunderbird Aviation is the largest flight school in Minnesota.) *But we are now in a position to also serve 'corporate aviation' in a way we never could before."*

Thunderbird has always sold more 100LL than any other operator at Flying Cloud, says Olson. Their goal now is to become the number one distributor of Jet A.

Thunderbird Aviation is a distributor of Phillips 66, and its line personnel have received training from both Phillips and the National Air Transportation Association (NATA "Safety 1st).

There are no ramp or tie-down fees at Thunderbird Aviation, and both cold and heated hangar storage is available. Thunderbird also provides pre-owned aircraft sales and brokerage services.

When the economy started to turn south in 2005 and aircraft rental declined, Olson diversified Thunderbird's services, increasing charter and getting contracts from the Minnesota Department of Natural Resources, keeping Thunderbird's fleet active.

"When most operators were down, our business was growing," said Olson.

Thunderbird Aviation's original building may have been right for aviation 50 years ago with its "club-style" 2000-sq. ft., wood-framed structure, but hardly for today's market. In 2012, Thunderbird Aviation celebrated its 50th anniversary. The new facility, which opened on October 3, 2012, is symbolic of the company's success, and its brick structure symbolic of the company's strength.

Thunderbird's maintenance shop got a facelift in the process, too. The new terminal is connected to the maintenance hangar, and to comply with new codes, the plumbing and heating systems were upgraded.

Olson credits the Metropolitan Airports Commission (MAC) and its executive director, Jeff Hamiel, and Gary Schmidt, who is in charge of MAC's reliever airports, for working with her in building the new terminal building.

"The expansion would never have been possible if we were not given a 25-year extension to our lease, which we have had since 1962," said Olson.

Thunderbird Aviation has worked hard to make Flying Cloud Airport the airport when visiting the Twin Cities and the bustling I-494 business district.

The entire Flying Cloud Airport has undergone some major improvements in recent years, including a new 5,000-ft. runway in 2009, and new sewer and water.

(Top Left) Thunderbird Aviation's new terminal building.

(Bottom Left) Meeting space is just one of many services available to Thunderbird Aviation's customers.

The original terminal at Thunderbird Aviation.

(Top Right) Attending Thunderbird Aviation's open house at Flying Cloud Airport in Eden Prairie, Minnesota, November 29, 2012, were members of the executive staff of Wisconsin Aviation, Inc., with offices at airports in Madison, Watertown and Juneau, Wisconsin. (L/R) Representing Wisconsin Aviation, Inc. were Jade Duckart, Aircraft Sales & Business Development; Wes Miller, Vice President of Administration; and Krys Brown, Manager of Wisconsin Aviation in Watertown. Nancy Grazzini-Olson, President, Thunderbird Aviation (center). Other representatives of Wisconsin Aviation, Inc. included Jeff Baum, President & CEO; Ruth Burgess, Lead Charter Coordinator; and Betty Peterson, Charter Coordinator.

Nancy Grazzini-Olson of Thunderbird Aviation and Jeff Baum of Wisconsin Aviation are both members of the prestigious "20 Group" of fixed base operators nationwide.

(Bottom Right) The maintenance hangar has been refurbished and is connected to the new terminal building.

Flying Cloud Airport has a control tower and three runways: 10R/28L is 5000 X 100 ft. asphalt with an ILS; 10L/28R is 3900 X 75 ft. asphalt; and 18/36 is 2691 x 75 ft. asphalt. Jeff Nawrocki is airport manager.

Chris Cape is Thunderbird's general manager and director of operations. It is Cape's job to make sure everything runs smoothly and that Thunderbird competes with the other operators at both locations, Flying Cloud and Crystal, and throughout the Twin Cities metro. There are six (6) reliever airports in the Twin Cities (www.MetroAirports.org/relievers), plus Minneapolis/St. Paul International Airport.

For additional information about Thunderbird Aviation at Flying Cloud Airport, call 952-941-1212, or 763-533-4162 at Crystal Airport. Email fly@thunderbirdaviation.com www.thunderbirdaviation.com ❑

MINNESOTA AERONAUTICS BULLETIN
www.mndot.gov
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

Jay Hietpas, Assistant 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

Minnesota Names New Transportation Commissioner

ST. PAUL, MINN. – Charlie Zelle, president and CEO of the Jefferson Lines bus company, was named by Gov. Mark Dayton to lead the Minnesota Department of Transportation. Zelle succeeds former commissioner, Tom Sorel. Zelle recently participated in a task force set up by the governor to recommend ways to fund public transportation. The committee's recommendations include increasing the gas tax and tab fees. While Dayton said he does not currently support a proposal to raise the gas tax, he is looking forward to hearing Zelle's ideas on how to increase funding for transportation. ❑

New Assistant Aeronautics Director Named

ST. PAUL, MINN. – The Minnesota Department of Transportation (MnDOT), Office of Aeronautics is undergoing a leadership transition. Director Chris Roy has returned to the highway side of MnDOT, as Director for the Office of Project Management and Technical Support, effective December 4, 2012.

Jay Hietpas has joined the Modal Planning and Program Management Division as the Assistant Director of the Office of Aeronautics. In this newly-established six-month mobility position, Hietpas will provide leadership for staff in the Office of Aeronautics and manage the office's daily operations, while a search for a new director is underway.


Jay Hietpas

Hietpas comes to aeronautics from MnDOT's Office of Construction and Innovative Contracting (OCIC), where he most recently served as the Innovative Contracting Director. Prior to that position, he worked as Design-Build Program Manager and as Project Development Engineer in OCIC. He has several years of experience working as a transportation project manager for a private consulting firm. Hietpas holds both B.S. and M.S. degrees in Civil Engineering from the University of Minnesota. He can be reached at 651-366-4210.

The new director will be announced in an upcoming issue of *Midwest Flyer Magazine.* ❑

The Beauty In The Skies Sun Dogs, Halos, and Sun Columns

Those who spend time in the skies are privileged to see some of the unique and fleeting atmospheric events that occur throughout the seasons. One of these unusual and beautiful atmospheric events is what we often refer to as a "Sundog," or Sun dog. The actual name is Parhelia. Some people may also refer to them as mock suns. Sundogs are closely associated with the 22-degree halo.

They can most easily be seen when the sun is low in the sky, though they can occur when the sun is also very high in the sky. The most immediate difference between those conditions is that when the sun is low, the Sundogs will be found at the same height and will appear relatively close within your field of vision. The higher the sun gets, the further apart the Sundogs appear to be. Their brightness varies with the conditions. Some may be brilliant and colorful, while others may be somewhat muted in intensity and color.

Sundogs are formed in the upper atmosphere when horizontal plate ice crystals form. When these crystals fall relatively undisturbed by wind, they automatically orient themselves horizontally. Thus, when the sunlight passes through crystal side faces at 60 degrees to each other, the light is bent

up to 50 degrees. But the light rays nearest to the minimum deviation of 22 degrees are the most numerous and form the bright inner edges of the sundog. When the crystals refract the incoming light by different amounts, the colors are created.

The 22-degree halo mentioned in the first paragraph is created when sunlight encounters columnar ice crystals. As the light enters the crystal, it is refracted, and is refracted once again when it exits the crystal, thus creating the observed halo. The amount of refraction depends on the actual diameter of the crystals. Randomly oriented hexagonal crystals create the observed halo, while horizontally oriented hexagonal crystals with their flat faces horizontally aligned, create the observed Sundogs.

Sun columns or pillars are created when light from the sun shines up (from the low sun angle as seen by the observer), through relatively undisturbed ice crystals. They are falling in a fairly straight line from the base of a thin cloud very near or at the top of the column of light. Because of the angle of the crystals as they fall, the light shining into and coming out of them is equally refracted, thus retaining the color of the incident sunlight.

The millions of slowly falling crystals appear to form a visually "solid" column of light. This gives the observer the impression that the light is being beamed up from the sun in a singular column. "Lower" pillars are formed when sunlight is reflected upwards from the topmost crystal face. "Upper" pillars are created when light rays are reflected downward from the lowest faces of the crystals.

These are just a very few examples of the beauty in the skies that can be seen with amazing clarity from the air. While the events mentioned here can also be seen from the ground, nothing compares to what can be seen when in flight. It makes the pleasure of flying even greater. ❑

Keeping Up To Date

by Nick Modders

Aviation is a dynamic thing. Everything is changing all the time. Keeping track of what's new can be a major undertaking. Here are some thoughts on easing at least a part of that burden.

The Aeronautical Information Manual (AIM) is a big book that is not really convenient to carry. In addition, the printed book is outdated by the time you buy it. What to do? You might find it handy to utilize the web-based version. The AIM can be found on the internet at http://www.faa.gov/Air_Traffic/publications/atpubs/aim

Once you have that page on your screen, you will see a couple of inches down from the top and slightly left of center an invitation to "Open the AIM PDF here." Do so and you've just saved yourself a couple pounds of book and $12.00 or more.

You will also note that the AIM webpage covers the changes that have been made since the latest version was published. Here is where you can really shine.

Did you know that last February, a major change was made to the way you must operate aircraft transponders? The proper procedure now is to turn the transponder to ALT before you taxi. Basically, the transponder should be in full operation any time the engine is running. If you make sure the transponder operation switch is in ALT before you turn on the avionics power switch and then never touch it, you will be in full compliance with the current Air Traffic Control procedures.

How do you stay up to date? About every three months, go to the URL cited above and check the AIM cover page for changes. If changes are indicated, you will have them right in front of you. Look for "Explanation of Changes" for all the latest news.

Fly safely today and every day!

EDITOR'S NOTE: Thanks, once again, to Lt. Col. Nick Modders for sharing this timely and very useful information. ❑

WATA Difference

WISCONSIN AVIATION TRADES ASSOCIATION

First GE-Powered King Air To Be Based In Wisconsin

Regarded by many as the most popular business turboprop in the world, the Beechcraft King Air 90 series has gotten a new lease on life, flying faster and higher at less cost, thanks to new GE H80 turboprop engines. GE Aviation, long a leader in engines for business jets and airliners, recently entered the turboprop market with the acquisition of Czech Republic-based Walters company. GE revamped Walters' sturdy M601 engine, refining internal components while increasing horsepower and fuel efficiency. The M601 had previously logged over 17 million flight hours, mostly on European regional airliners.

Beechcraft King Air C90 with GE H80 turboprop engines.

The new 800-shaft-horsepower GE H80 engine is now certified for King Air C90 and E90 airframes through an STC owned by Smyrna Air Center, a full-service fixed base operation with a 50,000-square foot maintenance and avionics facility, located at the airport in Smyrna, Tennessee, a former military base, just south of Nashville.

Dan Sigl of Clintonville, Wisconsin, the company's market development manager, is thrilled with the first flights of the GE-powered King Air, and feels that its performance numbers are incredible.

"We probably have the fastest King Air C90 in the world," said Sigl. Sigl previously had completed more than a dozen Walters conversions.

In addition to engine upgrades for existing King Air owners, Smyrna will be offering a number of newly-refurbished hand-selected C90 and E90 aircraft with new engines, props and avionics for sale.

The Wisconsin connection sparked a friendship between Sigl and Manitowoc-based Lakeshore Aviation President Curt Drumm, who had been working on putting together a King Air partnership. When Drumm heard about the performance of the GE engines, he got excited.

"Our first flights confirmed cruise speeds of nearly 300 knots TAS at 28,000 feet," said Drumm. "Climb performance was almost jet-like,

with the plane still climbing at 1700 feet per minute through FL210."

Drumm noted that most traditional C90s cruise between 225-240 knots, with much lower climb performance at higher altitudes. The new 800-shaft-horsepower GE H80 engine has the same fuel burn, but cruises at 300 kts.

Combined with the increased speed and climb performance are dramatically reduced maintenance costs and downtime. Through its design, the GE H80 eliminates hot section inspections, long a costly and time-consuming drawback of the Pratt & Whitney engines normally installed on King Airs. With its unique "slinger ring" technology to inject fuel into the engine, costly nozzle inspections (every 300 hours) are eliminated, as well. Drumm estimates this could save the aircraft owner over $200,000 over the lifetime of the engine. The H80 has a 3600-hour TBO.

(L/R) Neal Ropp, Vice President/General Manager, Smyrna Air Center; Curt Drumm, President/Chief Pilot, Lakeshore Aviation; Bob Fields, CEO, Smyrna Air Center; Greg Ryan, Sales Director, Business and General Aviation, GE Aviation; and Dan Sigl, Director of Business Development, Smyrna Air Center.

State-of-the-art Garmin glass panel with dual G600 PFD/MFD displays.

Lakeshore Aviation is in the process of adding this new King Air to its air charter operation. The King Air will join Lakeshore's fleet, including a Piper Seneca and a newly refurbished Cessna 340A with RAM VII engines. Drumm has targeted small to mid-sized businesses to charter the aircraft, much like his father's company, which manufactures the Nesco Roaster.

Lakeshore's new King Air not only features brand new engines and props, but a stunning new paint job, a new dark leather interior, and a state-of-the-art glass cockpit. All new Garmin avionics were installed, centered on dual G600 PFD/MFD displays, driven by GTN-750 and GNS-530 GPSs, and interfaced with an S-Tec 65 autopilot. Garmin's latest GWX-70 color digital radar combines with XM satellite, a stormscope and new ADS-B technology for ultimate weather avoidance.

The aircraft features XM Radio and a PS Engineering 8000BT intercom with Bluetooth technology.

Drumm and PS Engineering President Mark Scheuer were high school classmates, making their intercom the only choice for him.

"We tried to implement redundancy and the latest technology in the cockpit to complement the powerful GE engines to make this a truly state-of-the-art airplane," Drumm added.

For more information on the GE Engine conversion or refurbished aircraft, contact Dan Sigl at 715-250-1864. For charter or real-world performance information on the King Air, contact Curt Drumm of Lakeshore Aviation at 920-682-0043.

Websites: GE Aviation – http://www.geaviation.com/bga/engines/h80.html.

Smyrna Air Center – http://www.smyrnaaircenter.com/departments/power90-upgrade/.

Lakeshore Aviation – www.lakeshoreaviation.com/kingair. ❑

Response To Article On Recruiting & Retaining Pilots

Dear Dave:

I read with interest your magazine. I have followed both parts of Jim Hanson's articles on flight training. Some of what he has said I tend to agree with and some I disagree with. He feels that money is not an issue. My research shows otherwise. Being a behavioral scientist, I tend to look at situations, trends, etc., a little different from others. The problem with the pilot population decreasing and the very slow input of new private pilots is the *"high cost of flying."* And anyone who denies this is not facing reality. For most young people, spending $10,000 to learn to fly a plane (without a value reason to do so) is not seen as a good way to spend their money (which most don't have to begin with).

The dropout rate of people already in flight training is a totally different story and while the "latest research" suggests that the dropout problem is related to poor teaching and poor flight training programs, this is again, not totally true. My research shows (and I do it scientifically, not anecdotally) that the number of young people taking flight training for a career is increasing. The cost of learning to fly has a "value reason" for them; it is education for a vocation. But people learning to fly just to poke holes in the sky are becoming an endangered species. Yes, the haphazard or diffident manner of teaching flying that many student pilots encounter is certainly non-productive. But time and costs as it continues on can become frustrating to the "*I want it now*" generation and with the end not in sight, many do drop out to pursue other activities where it does not take as long or cost so much to do. (Buying a used motorcycle and taking a weekend cycle course, comes to mind.)

So if a young (or old) person does not have a "value reason" to learn to fly, such as wanting to cover a sales territory quicker than by car, or in a less frustrating manner than the airlines, then the cost, inconvenience and time it takes to get a pilot certificate may not be worth it. I learned to fly in 1975 because I had to travel for my job and GA was the easiest way to get around (and I was 38 years old when I started).

A century ago all countries began aviation on the same footing. Some countries such as the U.S. and Canada allowed general aviation to develop naturally and inexpensively. Other countries, such as China and those in Europe, allowed only the airlines and military aviation to grow. China is now just beginning to see the value in GA. In the U.S., the cost of flying is becoming too expensive for most Americans to justify. Plus the complexity of flying safely and legally is more than most people will put up with. If I could not fly IFR on the East Coast or southern California, I would have second thoughts flying there, VFR only. (Flying) IFR, you do what you are told; VFR, you are on your own to stay clear of where you shouldn't go.

I was subjected to a seven-month long FAA investigation for supposedly violating some airspace, which cost me a lot of time and money to defend myself. The investigation was terminated without action as there was no proof that I did anything wrong. This is the legal environment in which more and more pilots are finding themselves, and to many, flying is not worth the hassle.

The Light Sport Aircraft (LSA) movement was supposed to be the answer to reducing flying costs, but with LSAs running well over $100,000, it is no longer a viable solution.

So when people say money is not the single biggest problem with flying, I believe they are out of touch with reality.

Jim Hanson thinks that "good old-fashioned salesmanship" will bring in new flight students. I disagree. He cites the fact that over one million kids have taken EAA flights. But how many have gone on to become private pilots as their final goal? Virtually none. The cost today to become a pilot in terms of money and time exceeds what most people are willing to pay. And people who are already pilots (and even own planes) are flying less because of the financial cost and what it takes to remain legally proficient.

I believe that unless private flying as a hobby or just for the fun of it becomes cheaper and less complex, these kinds of pilots will quietly die off. I fly all over the U.S. all the time and talk to aviation businesses,

pilots, student pilots, and young and old people who have considered becoming a pilot. And the reality is, GA is becoming too expensive and too time-consuming and complex for most Americans. In 36 years of flying, almost 7,000 hours, and having owned eight planes, I have seen the ups and downs of GA many times over. In the direction GA is going legally and financially, I do not see much hope unless major changes take place.

Dr. Bob Worthington
President, U.S. Pilots Association
Author of The Left Seat Column
FLY-LOW magazine
Las Cruses, NM

Dear Bob:

You say you disagree, but then make my point that it is the lack of perceived value that causes people to drop out. These people obviously thought there was some value to learn to fly – as a career…to enhance their other activities…for the educational experience…or just for the unique perspective and the thrill of being able to fly. Why did they drop out? It goes back to my point…at one point, they were willing to spend the money. Today, they don't feel they are getting their money's worth. None of us can make that decision for those pilots, but we CAN help them to realize value in being able to fly by welcoming them into the pilot fraternity as I mentioned, giving them suggestions on USING their airplanes (*Midwest Flyer Magazine* is dedicated to helping pilots fly to interesting destinations) and emphasizing the social side of flying—making airports into places that people WANT to be at. That's just good old-fashioned salesmanship—selling your product, just as any other business sells their product.

Bob, you are correct in that many people are not interested in taking a year to obtain the license. I addressed that issue as well… I lease aircraft to MN Aviation. They specialize in full-time, accelerated training, usually for advanced ratings. The private pilot rating is styled as a 21-day course – mainly to accommodate weather delays. Each student is assigned an instructor and an aircraft; the student's time is respected. This is an example of the type of changes I believe are necessary in the industry.

You bring up the fact that over one million kids have taken EAA Young Eagle flights, but that few have actually started flying. I wonder if you only read Part I in the series discussing who is willing to spend the money. In Part II, I asked the same question. Again, we seem to agree with the point mentioned…you do not disagree.

All of us would like to have cheap flying, but the dream has been only that – a dream – since the days of the barnstormer. Champs, Cubs, Ercoupes, Luscombes – all of the aircraft that meet LSA standards today – cost the better part of a year's wages when they were introduced. Just for fun, I looked at the average annual income for the decade of the 1940s – about $2,000 on the average for the decade, according to www.thepeoplehistory.com. I also looked up the price of a new Cub – $2195, according to Aircraft Bluebook and Price Digest. That means that the iconic basic airplane – the Piper J-3 Cub – cost as much as the average annual salary in 1947. Aviation was expensive, even back then!

Do you think that volume will bring the price down? Consider that over 19,000 Cubs were produced. Was even this level of pricing sustainable? Apparently not…Taylorcraft, Ercoupe, and Aeronca ceased production, and Piper came out with new (and more expensive) models to use up the remaining Cub parts.

Today, the average wage is $40,924 (2009 was the last year available). Can we get an airplane for one year's salary? Yes, with qualifications. You can buy a factory-built two-seater priced in the $50,000 range, but it will have sailcloth covering. That in itself is not bad; it's far cheaper to recover with sailcloth envelopes, than it is with conventional fabric. Unlike the 1940s' vintage Cub, it will have an electrical system, tri-gear, and even a radio and electronics. It will have a better useful load, better range, and go faster. The aircraft are available, but people aren't buying them. So much for the "There aren't any aircraft that provide affordable flying" argument.

You could also BUILD an airplane – or buy a pre-built experimental aircraft – for well under the average annual salary. They can be fast or slow, according to your needs, and also offer the amenities the Cub-class aircraft lacked. THOSE aircraft are not setting the world on fire with sales, either.

Of course, those same aircraft that were produced in the thousands – all the way from pre-war to the 1980s – are available for that same $40,000-plus figure. These aircraft are just as good as when they left the factory. Ask any airplane salesman – he would be GLAD to set you up in one – but they aren't selling well, either.

The point is, there ARE aircraft available for that same figure as a national average salary. Coincidentally, that same figure is about the same as a new Buick Enclave, and THOSE are selling. To wish for a new airplane at a figure below the average annual salary is just that – wishful thinking. Even if the Chinese produced them by the thousands and they were sold at Wal-mart, it isn't going to happen.

EDITOR'S NOTE: *Jim Hanson is the long-time FBO at Albert Lea, Minnesota. He has worked for or owned FBOs for most of the 49 years he has been flying. Along the way, he has acquired an Airline Transport Pilot Certificate, five jet type ratings, and glider, lighter-than-air, and single and multi-engine seaplane ratings. Hanson doesn't claim to have all of the answers…he says, "But I HAVE made all of the mistakes!" If you would like to comment on the article, Jim Hanson can be reached at his airport office:*

507-373-0608,
or
jimhanson@deskmedia.com. ❑

Aeronautics Report

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Wisconsin's Pilot Safety Program

by Jeffery R. Taylor

WisDOT Aviation Consultant - Wisconsin Bureau of Aeronautics

Jeffery Taylor

A core mission of the Wisconsin Bureau of Aeronautics is improving general aviation safety. WisDOT-sponsored pilot safety or "Wings" programs are the primary method of accomplishing that goal. For decades, bureau aviation consultants have partnered with FAA and local speakers to present timely, relevant safety information to Wisconsin pilots.

Safety topics vary, but the focus is usually on new safety information, with an emphasis on pilot decision-making, given that three of four general aviation accidents are due to pilot error. Recent seminar topics include current vs. proficient, the takeoff and landing challenge, pilot deviations, and iPads in the cockpit.

To find out when a safety program will be in your area, visit WisDOT's pilot safety education web page at: http://www.dot.state.wi.us/news/events/air/pilot-education-seminar.htm, or search for programs on FAA's FAASTeam website: www.faasafety.gov.

Pilots are encouraged to register at the FAASTeam website to receive email notifications of programs in their area and training credits in the Wings Pilot Proficiency Program. These credits can be used toward the completion of any phase of WINGS, satisfying the requirement for a flight review. Some aviation insurance companies also provide discounts to pilots who attend pilot safety programs.

Seminars have often been held at fixed base operations, but a safety presentation at an EAA chapter meeting offers a great opportunity to open doors to potential new members who share an interest in aviation.

If you are interested in hosting an aviation safety seminar at your airport, please call me at (608) 266-7347 or email jeffery.taylor@dot.wi.gov.

Always remember, takeoffs are optional, but landings are mandatory! ❑

Meet Hal Davis...

Airport Compliance Program Manager

Wisconsin Department of Transportation
Bureau of Aeronautics


Hal Davis

MADISON, WIS. – In September 2012, Hal Davis joined the Wisconsin Department of Transportation's Bureau of Aeronautics as its airport compliance program manager. Davis is responsible for ensuring that Wisconsin airports remain eligible to receive federal and state funding used to maintain and improve them in the national and state airport system plans. His duties include assisting airport owners in complying with federal grant assurances and conditions of state aid; conducting airport reviews to identify and correct instances of noncompliance; advocating the protection of airports and the safety of its users through the adoption of land use and height limitation zoning ordinances; and working as a liaison between the FAA and Wisconsin airports, pilots and other aviation users.

Davis earned a bachelor's degree in aviation and will complete his master's in public administration with a concentration in aviation in 2013. Both degrees are from the University of Nebraska at Omaha. His work experience includes internships with the Transportation Security Administration, Omaha Airport Authority, Outagamie County Regional Airport, and Dane County Regional Airport.

Davis is a certified member of the American Association of Airport Executives, the Wisconsin Airport Management Association, Experimental Aircraft Association, and holds a Private Pilot Certificate. He is originally from Appleton, Wisconsin, and an enthusiastic fan of the Green Bay Packers and the Wisconsin Badgers.

For any questions regarding airport compliance with federal and state obligations, email Hal Davis at howard.davis@dot.wi.gov, or call (608) 267-2142. ❑

Johnson Insurance Names New Sales Executive


Hillary Pink-Budworth

MADISON, WIS. – Johnson Insurance has named Hillary Pink-Budworth the sales executive for its aviation and professional liability insurance services.

Pink-Budworth interned at Johnson Insurance during the summer of 2007 while attending Edgewood College in Madison, where she graduated in January 2009 with a degree in Accounting and Finance. She worked in public accounting for 4 years before returning to Johnson Insurance in October 2012.

In addition to specializing in aviation insurance, Pink-Budworth provides professional liability insurance for attorneys and accountants.

In describing her services, she says she works best using a "consultative approach" with her clients, while focusing on helping clients understand the insurance options available to them.

"I take responsibility in partnering with my clients to proactively assess and reduce their business and personal risks," says Pink-Budworth.

Pink-Budworth is married and she and her husband have a dog, "Cirrie," named after her dad's Cirrus SR-22 G3. Her first dog was named "Piper," after her dad's first airplane.

Pink-Budworth grew up in Lancaster, Wisconsin. Her offices are located on Madison's westside, a short distance from Middleton Municipal Airport – Morey Field (C29), where she is completing flight training for her Private Pilot Certificate.

For additional information or an appointment to assess your insurance needs and options, contact Hillary Pink-Budworth at 1-800-477-IFLY (www.johnsonins.com/aviation). ❑

Huerta Confirmed As FAA Administrator


Michael Huerta

WASHINGTON, D.C. (January 2, 2013) – The U.S. Senate has confirmed Michael P. Huerta the Administrator of the Federal Aviation Administration (FAA) for a five-year term. He succeeds Randy Babbitt, who resigned in December 2011, following an alleged DUI incident, which was later dismissed. Huerta has been Acting FAA Administrator since Babbitt's resignation. Prior to his appointment as Acting FAA Administrator, Huerta was the designated federal official of the NextGen Advisory Committee. Prior to that, Huerta was managing director of the 2002 Olympic Winter Games. ❑

Accident Claims Life Of Bemidji Aviation President Larry Diffley


Larry Diffley

BEMIDJI, MINN. – The president of Bemidji Aviation Services, Inc., Larry Diffley, 74, died after the Beech Baron he was flying crashed while on an aerial survey near Manhattan, Illinois, south of Joliet. Mark Shough, vice president of Bemidji Aviation Services, bought the business with Diffley in 1970. The company grew from four employees and four airplanes to 45 employees and a fleet of nearly 40 cargo and passenger aircraft, today. In 2006, Bemidji Aviation Services became an employee-owned company. ❑

AOPA Launches FlyQ Electronic Flight Bag

The Aircraft Owners and Pilots Association (AOPA) has released the FlyQ Electronic Flight Bag (EFB) for the iPad, the latest addition to its family of digital flight planning products. The new app is a complete pre- and in-flight planning tool that provides airport directory information, aviation weather and flight planning. Key features of FlyQ EFB include geo-referenced moving maps, runway diagrams and approach plates; split screen view; 3D Synthetic Vision; Highway in the Sky display; Levil AHRS connection; and smart auto-routing based on predicted winds aloft. Other features include the ability to sync user information, including flight plans, between all FlyQ products; 2D and 3D flight simulator; detailed data on more than 20,000 airports; information on more than 31,000 FBOs; and access to METARs and TAFs.

The AOPA FlyQ EFB requires a subscription purchase. AOPA members can buy subscriptions directly from AOPA and save 30 percent at www.aopa.org/flyq/tablet. Users must download the app from the iTunes App Store to access their subscription.

AOPA member pricing is $69.99 a year for the VFR package or $119.99 a year for the VFR and IFR package. Non-member prices are $99.99 for the VFR package or $174.99 a year for the VFR and IFR package (www.aopa.org). ❑

ForeFlight's Review of The iPad Mini

IF YOU FEEL cramped in the cockpit with the 10-inch iPad, try the "iPad Mini." The folks at "ForeFlight" have been flight-testing their ForeFlight Mobile on a 16 GB iPad Mini WiFi, paired with a Bad Elf GPS Pro, a new Bluetooth receiver. (The 4G iPad Mini with a GPS chip is now available.)

ForeFlight likes what it sees. ForeFlight Mobile runs beautifully on the Mini. It runs cooler and has a great feeling "slate" anodized aluminum case. Pilots in smaller cockpits – like an RV or even an F/A-18 – will find the Mini easier to handle, easier to mount, and much less of a space invader.

ForeFlight strongly recommends getting the 32 GB "WiFi + Cellular" iPad Mini, which includes an internal GPS receiver (with GLONASS support) and the option of LTE cellular data. The iPad Mini is 35% less expensive than the 10-inch iPad.

Your personal/single-pilot ForeFlight subscription will also permit the use of both your 10-inch iPad and your iPad Mini simultaneously. ForeFlight encourages you to fly with a backup iPad if your budget permits.

ForeFlight Mobile 4.7.3

ForeFlight has also released ForeFlight Mobile 4.7.3, which includes a new imagery view, plus a few bug fixes and performance improvements. The update is available for download from the App Store. Instructions for updating are on the ForeFlight website. ForeFlight is now also integrated with X-Plane. A short "how-to" video is available on Vimeo.

ForeFlight Mobile Pro

If you are flying into larger airports or IFR, "ForeFlight Mobile Pro" with ForeFlight's own geo-referenced plates and airport diagrams, is a must have. ForeFlight Pro covers more than 13,000 airport diagrams and instrument procedures, making ForeFlight coverage the most comprehensive in the industry.

Upgrading from the standard package? ForeFlight pro-rates the cost. Pilots can upgrade online any time at www.ForeFlight.com. ❑

Williams International Receives EASA Certification of FJ44-3AP Turbofan

WALLED LAKE, MICH. – Williams International has been awarded the EASA type certificate for its FJ44-3AP engine, an improved version of its popular FJ44-3A model. State-of-the-art aerodynamics and structural enhancements led to an 8 percent increase in take-off thrust to 3052 pounds, and a 13 percent increase in cruise thrust, while weight was reduced by 3 percent and cruise specific fuel consumption improved by 1.5 percent. The FJ44-3AP was certified by the FAA in May 2011. The first airplane to take advantage of the market-leading performance of the FJ44-3AP engine is the Nextant 400XT.

Williams International is the world leader in small turbine engines and customer support, with headquarters in Walled Lake, Michigan, and a production facility in Ogden, Utah. ❑

Black Ice – Nearly Invisible!

One of the preparations for winter flying should be the heightened knowledge and awareness of rapidly changing weather patterns and their effect on area surface conditions.

Aviators and drivers have had to deal with the inconvenience and potential danger of a phenomenon called "black ice" since hard surface runways, taxiways and roadways were invented. Black ice can be nearly invisible on paved surfaces, or can appear to be a shallow puddle of water on the paved surface.

It usually forms when the air temperature and the dew point meet. For this to happen, the air temperature is at or below freezing, but is above the pavement temperature. Then the air can no longer hold its moisture and that moisture condenses on the pavement. The ice can form with a very smooth, flat surface that visually appears to be nothing more than a shallow puddle of water. It does not have to be snowing or raining for black ice to occur.

It can be very difficult at best to see black ice, especially at night on roadways, taxiways, runways, and even sidewalks. One way to make a valid assumption that black ice might be present is to look at your vehicle windshield wipers and side mirrors if your vehicle has been parked outside of a garage or parking deck for instance. You may also see evidence of the potential for black ice by looking for small icicles hanging from tree branches and ice formed on fences and railings.

Even if you do not see hints of black ice presence, it is very important to maintain that awareness that it can be present on any paved surfaces. It is just as important to drive safely as you head to and from the airport. Bear in mind that a heightened level of awareness must be maintained as you taxi, takeoff and land at your airport.

When conditions are conducive to black ice formation, remember that even though you may not have experienced black ice on your well-traveled roadways, the possibility may still exist that black ice may be on your airport taxiways and runways. Staying alert and aware of conditions in the ground, as well as on the ground, is critically important to your safety, and the safety of your passengers.

Finally, if you own a vehicle that is capable of four-wheel drive or is simply front wheel drive, you are just as much at risk for losing control of your vehicle on black ice (or normal ice) as a rear-wheel drive vehicle (MnDOT Office of Aeronautics). ❑

AOPA Foundation Releases Passenger Safety Video

PALM SPRINGS, CALIF. – The AOPA Foundation's Air Safety Institute (ASI) released its "Critical Information: The Passenger Safety Briefing" video during the AOPA Summit, October 11, 2012 in Palm Springs, which covers often-overlooked items that should be part of every passenger safety briefing. ASI created the video in response to an NTSB safety recommendation for better preflight safety briefings of passengers in the event of pilot incapacitation after an accident.

In the 2010 accident that killed Sen. Ted Stevens, there was an 18-hour delay in locating the aircraft. Among the reasons was that the surviving passengers were unaware that a working satellite phone was aboard the aircraft. This video helps encourage pilots to spend more time, and be more thorough, in providing basic post-accident survival information to passengers prior to flight.

That information includes: how to use the aircraft's radio after an accident; whether there's a handheld radio aboard, and how to use it; how to activate Emergency Locator Transmitters; and what, if any, survival and first aid gear is aboard, and where it's located. The video also includes an example of a real-life briefing.

The video can be viewed at www.airsafetyinstitute.org/video/paxbrief. ❑

CALENDAR

Send the date, times, location
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Midwest Flyer Magazine is not responsible for accuracy of information published.

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

FEBRUARY 2013

2* **TUSTIN, WIS. -** Trick Air Snow Skis Fly-In at NW Corner of Lake Poygan. Latitude: 44.161872/Longitude -88.888756. Hot sandwiches and beverages will be served. Land at your own risk. If you plan to attend contact flyin@trickair.com. Alternate date 3rd. www.trickair.com.

2* **BRODHEAD (C37), WIS.-** Groundhog Chili Ski Fly-in with all the fixins in our community building and camaraderie around the campfire.

2* **WEBB LAKE, WIS. -** Big Bear Lake Fly-In, 10am-3pm. GPS Coordinates 46 -1'- 4" N, 92- 8'- 49" W. Free chili for the pilots served at the Lumber Jack Saloon & Eatery. 952-457-8437.

2* **HURON (88D), OHIO -** Ski Plane Fly-In. Chili provided - bring a covered dish at 1:30pm at the Hinde Airport. www.50.eaachapter.org

9* **CANTON (1D2), MICH. -** Frost Bite Chili Fly-In 11am-3pm Canton Plymouth Mettetal Airport.

9* **PARK RAPIDS, MINN. -** Zorbaz Zki Plane Chili Fly-In at Zorbaz Restaurant on Little Sand Lake is 7 NM NW N46.978304 W -94.949727. 218-237-1969.

16* **ROYALTON (38WI), WIS. -** Skiplane Fly-In at the Northport Airport. Chili served from 10am-2pm. Wheeled aircraft welcome. Freq: 122.9. N44°23.32' / W88°51.16'

16* **PRINCETON (PNM), MINN. -** Aviation Beginners Sheet Metal WorkShop. Learn the basics about aircraft sheet metal. 763-568-3360 to register for the course.

16* **SIOUX FALLS (Y14), S.D. -** Pancake, Eggs & Sausage Breakfast 8-10:30am at Lincoln County Airport.

17 **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

20-21* **EAST LANSING, MICH. -** "Strengthening Michigan's Aviation System" Michigan Airport Conference at the Kellogg Hotel & Conference Center. 517-335-9568.

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

3-5* **FARGO (KFAR), N.D. -** Annual gathering of the Upper Midwest Aviation community. Includes seminars for pilots, mechanics, airport managers, and more. http://www.ndac.aero/umas.htm

9* **ZIONSVILLE (TYQ), IND. -** Indiana Safety Seminar at the Indianapolis Executive Airport. www.indyflyers.org

16* **CLOQUET (COQ), MINN. -** Great Food & Birthday Cake at the Terminal Building from 11am-3pm.

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

6* **RED WING, MINN. -** FAA Wings Seminar will be held at the Prairieview Elementary School from 9:30am-Noon. School is near the RGK Airport. Follow signs from US63 & WI 35 or from RGK Airport to school. Shuttle service will be provided from airport.

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

19* **BRODHEAD (C37), WIS. -** Pancake Breakfast at Brodhead Airport. Fly-in, drive-in or walk-in and enjoy pancakes made fresh by the best airplane builder/chefs in the world.

19* **SPRING GREEN (LNR), WIS. -** Breakfast 7am-Noon at the Tri-County Airport. 608-583-2600.

26* **PORTAGE (C47), WIS. -** Breakfast featuring eggs, pancakes and sausage 7-11am. 608-697-5494.

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.

2* **REEDSBURG (C35), WIS. -** Pancake breakfast, static displays and airplane rides 7am-Noon.

2* **WILD ROSE (W23), WIS. -** Pancakes, eggs and porky breakfast beginning at 8am. Pig roast dinner & more beginning at 11:30a.m. and served until gone. Airplane rides, 50/50 raffle, antique garden tractor display and demonstrations, and Gamma goat rides. Rain or Shine.

2* **AUDUBON, IOWA -** Breakfast 6:30-10:30am 712-563-3780.

9* **ROCK FALLS (SQI), ILL. -** Breakfast 7am-Noon at the Whiteside County Airport. 309-441-6106.

15* **EAGLE RIVER (EGV), WIS. -** Boy Scout Pancake Breakfast (8- 11am). Civil Air Patrol sponsored Brats & Burgers (11:30a.m.-3pm). Air Show (Noon-2:00pm). Rain Date 16th.

15-16* **BELLEVILLE (YIP), MICH. -** Thunder Over Michigan Airshow featuring the USAF Thunderbirds at the Willow Run Airport. www.yankeeairmuseum.org/

16* **PALMYRA (88C), WIS. -** Pancakes, eggs, ham, juice, coffee, milk and radishes breakfast 7am-Noon.

16* **STANTON (SYN), MINN. -** Breakfast 7-12. Kent Johnson 507-645-4030. www.stantonairfield.com

30* **AITKIN (AIT), MINN. -** Breakfast 7am-11am, Lunch 11am-3pm. Fly-in and car show, pancake breakfast, brats & hamburgers, afternoon- biplane rides.

JULY 2013

5-6* **PHILLIPS (PBH), WIS. -** Price County Fly-In/Float-In. Saturday – 7pm & Sunday – 11am Aerobatic display.

Breakfast buffet on Saturday from 8:30a.m.-11:30p.m. at Harbor View Pub & Eatery. Pilots eat free. 715-339-3701.

20* **Washington Island (2P2), Wis. -** Washington Island Fly-in Fish Boil. 60th Annual Fish boil starting at 10am ends around 1pm and sponsored by Washington Island Lions Club. Static display as provided. 920-847-2448. Rain date 21st.

25-28* **Brodhead (C37), Wis. -** Pietenpol Fly-In and Hatz Fly-In at Brodhead Airport. Seminars, presentations and camaraderie for builders and lovers of Pietenpol and Hatz homebuilt aircraft. Detailed information at www.eaa431.org Camping available on the field.

28* **New Holstein (8D1), Wis. -** Airport Days & New Terminal Dedication 920-898-5768 ext. 111 www.ci.new-holstein.wi.us

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**

4* **Red Wing (RGK), Minn. -** Sturdi Wheat Pancakes Breakfast, Scrambled Eggs, Sausage, Coffee, Milk and Juice. 8am-Noon.

10* **Rice Lake (RPD), Wis. -** 7:00/10:00 Pancake Breakfast. 10:00/1:00 Sandwiches/Ice Cream/Popcorn/ Hotdogs. Parachute Jumpers at 11:00. Helicopter Rides, Warbirds, Static Displays, Medical Helicopter, Police and Fire Units. Free breakfast for pilots who fly-in. 715-651-6878.

11* **Chetek (Y23), Wis. -** BBQ fly-in lunch 10:30am-2:30pm at Chetek Municipal Southworth Airport. Antique, unique, modern and warbird planes, antique and unique boats display. 715-456-8415.

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**

18* **Tomahawk (TKV), Wis. -** Breakfast, lunch and static displays 7am-4pm. 630-777-9400.

24* **Glencoe (KGYL), Minn. -** Fly-In Sweet Corn and Bratwurst Feed 11am-2pm.

24* **Gladwin (5M6), Mich. -** Fly-In/Open House. Food and Fun at Sugar Springs Airpark. Overnight camping available. 317-523-3131.

25* **Cumberland (UBE), Wis. -** Pancake breakfast 7-11am. Field is closed for an aerobatic demonstration from 11am-Noon. Camping is allowed. Cumberland Rutabaga Festival in town, call 715-822-3378.

31* **Shell Lake (SSQ), Wis. -** Flight break-fast/reunion 7:30-11:30am. No Airshow. 952-356-4942.

31* **Marion (MZZ), Ind. -** Pancake Breakfast and aircraft, vintage car, trucks, fire trucks and tractors display 7am-2pm.

SEPTEMBER 2013

7* **Red Wing (RGK), Minn. -** Annual Bar-B-Que Burgers and Brats will be served 4-7pm. Bring a salad or desert to pass.

7-8* **Eau Claire (EAU), Wis. -** Chippewa Valley Air Show 2013. Static displays, aerobatic performers, U.S. Navy Blue Angels will perform and food concessions. 715-832-6671.

9* **Antigo (AIG), Wis. -** Langlade County Fly-In/Airshow. Breakfast 9-11am, Lunch 11am-3pm at the Langlade County Airport. Airshow 1pm.

14* **Rock Falls (SQI), Ill. -** The Old Fogeys Fly-In Lunch 11am-2pm at the White-side County Airport. 309-441-6106.

22* **New Holstein (8D1), Wis. -** Pancake Breakfast 7:30-11:30am, 920-898-5768 ext. 111.

OCTOBER 2013

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

For More Listings, Information & Updates Or To Post Your Event Online, Go To www.midwestflyer.com (Calendar Of Events)

Email Your Airport Fly-In or Aviation Event to info@midwestflyer.com or Go To www.midwestflyer.com - Calendar of Events To post your event in the magazine and online.

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HANGARS FOR RENT! -- Chippewa Valley Regional Airport (CVRA), Eau Claire, Wisconsin. Three (3) hangars are available for rent, ranging from 2,160 to 3,600 square feet. Discounted rates available for interested parties signing lease agreements for 3 years or more. All hangars have heat. Chippewa Valley Regional Airport (CVRA) serves Western Wisconsin and is located in the City of Eau Claire. CVRA is an all-weather airport with 5,000 and 8,100-foot runways. **Call 715-839-6241 or email admin@chippewavalleyairport.com for pricing and availability.**

FLY CHEAP! Schaumburg Flying Club NFP, Schaumburg, Illinois (K06C). *NEW MEMBERS WELCOME!* Cessna 182S $128.00/hr.wet and Cessna 172SP $104.00/hr.wet. AOPA says flying clubs are a great value! Check us out. **www.schaumburgflyingclub.com.**

HELP WANTED: I.A. certified mechanic ASAP. **Call Mark or Tom at 320-587-7615.** Hutchinson Aviation, Hutchinson, Minnesota.

AVIONICS TECHNICIAN TO LIVE AND WORK IN BEMIDJI, MN. Line/install/bench work. 3 years experience desired. **email resume to: jobs@bemidjiaviation.com or fax to: 218-759-3552. For additional info call: Paul (800) 332-7133.**

INSPECTOR/A&P MECHANIC to work and live in Bemidji, MN. METRO III, BEECH 99 and BEECH Piston Aircraft used in Charter, Cargo, and Fire Air Attack. Competitive Wages, ESOP Company. **Send resume: jobs@bemidjiaviation.com or fax MN/(218) 759-3552. For add'l info call MARK or MICHAEL: MN/(800) 332-7133.**

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.**

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

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CESSNA AUTHORIZED EXCLUSIVE NEW SINGLE-ENGINE SALES for St. Louis and Southeast Missouri, Illinois, Arkansas. Mid-Continent Aircraft Corp., Hayti, MO. **www.midcont.net 1-800-325-0885.**

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1963 Beech Debonair 35-B33 – N38JA
4810 TT, 600 SMOH, 285 hp upgraded engine! 3-bladed prop, excellent P&I, tip tanks (110 gal total!), Garmin 430W, S-TEC 55X with altitude hold & GPSS steering, GEM, stormscope, always hangared! .....**Reduced to $97,500!**

2011 American Champion 7EC – N680PS
Only 50 hours SNEW! March 2012 annual, single owner, always hangared, Garmin SL40 com, Garmin Aera 510 GPS (panel-mounted & hardwired), dual PTT, dual brakes, PM1000 intercom, Continental O-200, 100 hp. Eligible LSA!.....**$99,500**

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. ..... **Reduced to $131,500!**

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!..... ..... **$675,000 / Open to Offers!**

1979 Cessna 172RG Cutlass – N6418R
6070 TT, 950 SMOH, October 2012 annual, privately owned, hangared, dual digital nav/coms, engine heater, Cessna Service Center maintained.....**$52,500**

1968 Cessna 182L Skylane – N42120
5960 TT, 1535 SMOH, fresh December 2012 annual, privately owned, hangared, dual nav/coms, JPI, Horton STOL, engine heater, beautiful paint & interior!.....**$52,000**

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Letters From Page 8

In my opinion, if you need a 3,000 foot tar runway, you should stick to that comfort zone and not venture into these small private strips. But, if you partake in the flying that we enjoy, then I suggest you take the time to visit as many private strips as you can and meet new friends, share your stories, and enjoy the "sport" of flying!

There are many lawyers out there trying to earn a living, but if I was always to worry about getting into a lawsuit, I would never get out of bed in the morning.

I ask myself, is it really worth it sometimes to constantly groom the grass and remove the snow, or just fly with skis. It's year-round upkeep, but my answer without hesitation, *DAMN RIGHT IT IS!*

Felix Quast
Winsted, Minnesota

Dear Dave:

Your article on "Private Airstrips Versus Nothing" (October/November 2012) was right on. I am the Wisconsin liaison for the Recreational Aviation Foundation, which you mentioned in the article as one of the country's advocates for protecting private airstrips through the individual states' Recreational Use Statutes (RUS).

Here in northwestern Wisconsin, we have a group of private airstrip owners and users that are in the process of working with elected officials in having our state's RUS changed to include all non-commercial private airports, protecting the airport owners from any liability from any incident. The Wisconsin RUS presently includes ballooning and hang gliding, but not normal aviation activities. Our state assemblyman, Roger Rivard, has agreed to sponsor the amendment when the assembly goes back into session. What we need is the support of all the other private airport owners in Wisconsin to get this passed, so I would appreciate hearing from anyone who can help with this legislation change.

Chuck Aldrian
Wisconsin Liaison
Recreational Aviation Foundation
Birchwood, Wisconsin
caldrian@theraf.org
715-354-7002

Chuck:

What a wonderful opportunity for private airport owners in Wisconsin to unite. Please count me in on supporting your efforts, and I encourage all private airport owners to do likewise by contacting you without delay.

Also, please include us on your email list to receive any and all future announcements, including recommendations and a time line on contacting our state representatives.

For the names, addresses, email addresses and telephone numbers of all state representatives, refer to http://legis.wisconsin.gov/

Dave Weiman
Midwest Flyer Magazine

Dave:

Just wanted to thank you again for making the initial contact with Kate Dougherty (formerly of Cirrus Aircraft, Duluth, Minnesota) while out at the (AOPA Aviation Summit) conference in Palm Springs. I talked with her today and Alan Klapmeier has accepted our invitation to be the annual banquet speaker on Tuesday, April 30, 2013. A big thanks!

Bob O'Brien
Executive Director
Wisconsin Airport Management Ass'n

Hi Dave!

We just received the Oct/Nov (2012) magazine. Thanks for the great article (on our fly-in). We appreciate your support. I will pass it on to the airport commission and council.

Thanks!

Jerry Stites
Rice Lake Municipal Airport
Rice Lake, Wisconsin

Comments On An Article or Topic? Email: info@MidwestFlyer.com

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