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**ON THE COVER:** The King Air C90, operated by Lakeshore Aviation in Manitowoc, Wis., is the first aircraft to be certified with a recently approved standard type certificate (STC) using the new GE H80 800 shp turboprop engines built by GE Aviation in Prague, Czech Republic. Lakeshore Aviation's C90 has recently been approved for FAA Part 135 air charter service. Complete story beginning on page 33.

*Photo by Robert Bell*



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## Help Show Them The Way!

by Dave Weiman

At the “Minnesota Aviation Maintenance Technician Conference” in March in Brooklyn Center, Minnesota, many of the exhibitors had “*help wanted*” signs in their booths, and I regularly speak with aviation business owners who are looking for qualified employees. Shortages of aviation technicians, pilots and other aviation professionals are not five years from now as we often hear...we are facing shortages, now!

Yes, state governments and communities are closing some of our technical colleges and aviation campuses, but there are plenty of programs that still exist that we as pilots can help direct young people to, and not always within our state boundaries. Where there is a will, there is a pathway to a successful career in aviation, providing we are willing to take the time to be a “mentor.”

We are reminded of our responsibility to do this whenever



we read about young people who obtain their Private Pilot Certificate while still in high school. Those young people most definitely had a mentor – someone who was encouraging and took the time to take them flying, and introduce them to a flight instructor. Their mentor helped bridge the gap and made them feel comfortable in their new surroundings.

Keep this in mind the next time you see a young person express an interest in aviation, and *help show them the way!* □



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## President Proposes \$100.00 Per Flight User Fee, Again!

General aviation organizations are expressing disappointment again with President Obama's proposed budget for fiscal year 2014 that again includes a \$100.00 per flight user fee on general aviation, as well as a change in the current tax depreciation schedule for general aviation aircraft.

Congress previously rejected the \$100.00 per flight user fee idea on several occasions, and national general aviation groups will continue to work hard to ensure that this user fee proposal doesn't see the light of day. An additional user fee – outside the user fees already being paid through federal fuel taxes – would stifle the economy, kill jobs in the private

sector, make flying less affordable, and add an entirely new bureaucracy to the federal government at a time when basic air traffic control services have been threatened.

A letter opposing user fees on general aviation, signed by 223 bipartisan members of Congress, and sent to the President in April, mentioned that the President's proposal should be abandoned once and for all.

The President also proposes to increase the "depreciation recovery period" for general aviation aircraft, from its current five years to seven years, which would have a negative impact on aircraft sales and manufacturing, and counterproductive to President Obama's economic recovery efforts. □

### FROM OUR READERS

Hi, Dave!

I just wanted to send you a note regarding your editorial in the April/May 2013 issue. Specifically, I really appreciated your feelings about the critical importance of members sharing their views and positions with their member associations, but also realizing that we may not hit on their side of the issue on each occasion.

As you know, our membership (within AOPA) is incredibly diverse. There are as many different ways that

people use their airplanes, as there are reasons that our members fly in the first place. This diversity rarely leads to absolute agreement on any one particular issue. AOPA strives to take the position that will protect the majority of our members. Sometimes, our position – and the message – is very nuanced and hard to communicate.

A recent example of this is the debate over the closure of "contract towers." Contrary to what some members believe, AOPA never advocated that every single tower on the FAA's list should necessarily remain open in today's environment. Primarily, we did not agree in the way in which the FAA went about arbitrarily deciding which towers to close without any regard for safety considerations, such as the kinds of operations at the airports, the surrounding airspace, and more. Allowing the FAA to have made the unilateral decision to close nearly 150 control towers without input from industry or pilots would have set a very dangerous precedent for other programs that benefit GA. We already know that the FAA is placing the burden of budget cuts resulting from sequestration squarely on the shoulders of general aviation, so what arbitrary cuts would they make next? Flight service stations? NAVAID maintenance? Certification services? Weather services? Medical services? These are all possibilities.

While we (at AOPA) are always looking to improve on the ways in which we communicate with our members, the control tower program issue was a particularly difficult one to make absolutely clear. In the end, our work with other aviation associations stopped the FAA from being allowed to make a decision without taking critical safety considerations into account or getting feedback from pilots first.

And it probably won't stop with contract towers. We will continue to fight battles that would cut services for general aviation. Although the actual impacts of these changes might not be felt immediately or acutely by the average GA pilot, if we don't stop them, there will likely be a



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gradual erosion of services and/or an imposition of small fees and charges that will eventually undermine general aviation. Our challenge is to engage members in a manner that highlights the threat and urgency without overstating our case.

So thank you for recognizing that these are complicated times with an unprecedented number of issues facing GA. AOPA is working around the clock to do its best by general aviation so that it won't be further overrun by over-regulation, burdensome taxes and fees, and public misunderstanding and malaise.

Sincerely,  
Katie Pribyl

Vice President, Communications  
Aircraft Owners & Pilots Association  
Frederick, Md.

Dear Dave:

Although I find your product most informative in important areas of aviation, your recent issue was exceptional. Thanks, Dave...you do a great service to the aviation community!

See you at the (Minnesota Airports) Conference.

John Puckropp  
Executive Director  
Minnesota Council of Airports



Dear Dave:

Your covers of the Midwest are always good, but I think the last one (April/May 2013) was terrific! Maybe because I like Pipers??

Glenn Kinneberg  
Spring Grove, Minnesota

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## **Is A Safety Pilot Acting As Second In Command? *Not Necessarily!***

*by Greg Reigel*

**I**f you are an instrument rated pilot, you know that you have to be "current" in order to legally exercise the privileges of an instrument rating as pilot-in-command. Specifically, in order to act as pilot-in-command



Greg Reigel

of an instrument flight, 14 C.F.R. 61.57(c) requires that the airman must have performed and logged (1) six instrument approaches; (2) holding procedures and tasks; and (3) intercepting and tracking courses through the use of navigational electronic systems, all within the preceding six (6) calendar months. Although these tasks may be performed in instrument conditions, they may also be performed in visual conditions by "simulating" instrument conditions.

As you might expect, in order to operate an aircraft in simulated instrument conditions, certain requirements must be met. 14 C.F.R. 91.109(b) allows this type of operation in an aircraft equipped with fully functioning dual controls, as long as (1) the other control seat is occupied by a safety pilot who possesses at least a Private Pilot Certificate with category and class ratings appropriate to the aircraft being flown; and (2) the safety pilot has adequate vision forward and to each side of the aircraft, or a competent observer in the aircraft adequately supplements the vision of the safety pilot."

Unfortunately, some airmen can be confused about the role of the safety pilot during a simulated instrument flight. It isn't uncommon for airmen to refer to their safety pilot as being "second-in-command." However, unless the aircraft being used is type certificated for operation by more than one pilot or the operation conducted by the pilots requires a designated second-in-command (e.g. an operation conducted under 14 C.F.R. 135.101, which requires a second-in-command for IFR operations), the designation of a safety pilot as an acting second in command crewmember, is not accurate.

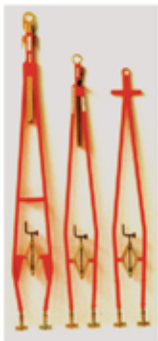
Now, you might be wondering how a safety pilot may "log" his or her flight time while acting as a safety pilot in that situation. Well, you need to keep in mind that "acting" as a second-in-command pilot during a flight is different than "logging time" for acting as a safety pilot. Under the regulations, an airman may log second-in-command time for the portion of the flight during which he or she was acting as a safety pilot because the safety pilot was a required flight crewmember for that portion of the flight under FAR 14 C.F.R. 91.109(b). In that situation, the airman was only acting as a safety pilot, not as second-in-command for the flight.

The distinction between "acting" as second-in-command, or pilot-in-command for that matter, versus "logging" second-in-command or pilot-in-command time, is an important one. Depending upon the circumstances, an airman may be able to both "act" as second-in-command or pilot-in-command and "log time" as second-in-command or pilot-in-command. In other situations, he or she may only be able to do one or the other. Although it can be tricky, airmen need to make sure they understand the distinction to ensure that they are logging their time accurately and in compliance with the regulations.

*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](http://www.aerolegalservices.com), 952-238-1060).

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# The Skyguard TX ADS-B & Instrument Approach Charts

by Michael J. "Mick" Kaufman



Michael J. Kaufman

**A**utomatic Dependent

Surveillance-Broadcast (ADS-B) is FAA's satellite-based successor to radar. ADS-B makes use of GPS technology to determine

and share precise aircraft location information, and streams additional flight information to the cockpits of properly equipped aircraft.

In this issue, I will be covering my review of another ADS-B box, and I will be starting a series on "instrument approach charts."

In our last issue, I had the privilege

of reviewing the "Stratus ADS-B" box operating on *Foreflight*. In this issue, we will review the "Skyguard TX" that runs on *Wing X Pro*, so it is somewhat of a double review seeing that I have had very little previous exposure to Wing X Pro.

I have always felt challenged when trying to interoperate what the "TERPSTERS" (people who design and write "TERPS" or **T**erminal **I**nstrument **P**rocedures) are trying to tell us when designing the charts. I will start writing about techniques and charts and will continue to do so in coming issues of *Midwest Flyer Magazine*. I will find some interesting and challenging charts and, along with our readers, will have a go at the interpretation.

After reviewing the Stratus ADS-B box in our previous issue, I learned a lot about ADS-B and my hat is off to the designers of this concept. If I make an

error in my numbers when doing this explanation, I will try to correct it in the next issue. If any of our readers have anything to add, I would appreciate an e-mail or telephone call. I did error on a diagram in the last issue and that showed the "traffic puck." The traffic sent to the aircraft from the ground station is a 15-mile radius and 3500 feet above and below, not the 5000 feet shown in the diagram.

The Stratus unit that I evaluated in the previous issue was a weather-only box and did not display traffic. I stated the reason Stratus and Foreflight do not include traffic – namely for liability reasons. The Skyguard TX unit costs about twice that of the Stratus; about \$1500.00, but I feel it has a lot more to offer.

The weather from the Skyguard is almost identical to the Stratus unit



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Figure 1

(see fig 1) and offers the same weather products; the difference being that the Skyguard gets **all** of the traffic. If you remember from the previous issue, I stated that in order to have traffic displayed properly, you needed to transmit an ADS-B out signal. I would like to mention that the Skyguard is a true transceiver, meaning that it transmits and this is what allows you to display all of the traffic, including the Mode C transponder aircraft. Skyguard TX satisfies the ADS-B “2020-out requirement” and is a portable unit that can be moved from one aircraft to another, similar to our old favorite Garmin 396 and 496 portable units, and does not need an STC. Skyguard will display three types (see fig 2) of aircraft and displays them very well on the Wing X Pro iPad application. Let me elaborate on each of them, and you may see the displays in the supporting photos.

You can reference from the previous article that an ADS-B receiver, like the Stratus, could display all of the traffic outputting the Universal Access Transceiver (UAT) format of ADS-B, if the manufacturer of the box and Foreflight agreed to do so. However, this would be a disservice to the users, as they would only get a very small portion of the aircraft displayed. I have only seen a very few aircraft having ADS-B out in the UAT format while evaluating the Skyguard unit, but as more owners are equipping their



Figure 2

aircraft, this will increase dramatically.

The Skyguard TX is a dual band receiver and displays the second aircraft type. Those are the aircraft outputting 1090 Mhz extended squitter format. The 1090 ES aircraft and the UAT aircraft can both be displayed without turning on the transponder transmitter function on the Skyguard unit. In short, the Skyguard would be able to display all aircraft without the transmitter function once all aircraft are equipped per the 2020 mandate rule. This leaves only one of the three types of aircraft I mentioned that needs the transponder function, and these are the majority of the air traffic flying today.

The Skyguard TX will show all of the Mode C 4096 code transponder aircraft once the transmitter function is activated. The Skyguard TX box is a WIFI ad hoc unit and outputs WIFI like your home router does. So as part of your preflight, you need to connect to the Skyguard as you would any WIFI unit, and you are ready to go wireless from the Skyguard to the iPad. Multiple iPads can connect to the Skyguard, and it was reported that other aircraft in close formation have been able to share entire flight plans, weather and traffic in this manner. If this is your first setup in a specific airplane, you will need to go to the FAA database to obtain the HEX code assigned to that N-number aircraft, as you will need to enter it into the ADS-B transponder function if you plan to transmit ADS-B.

Skyguard has a transponder iPad app available for download on Apple's application page. The configuration for

the transponder is done wireless via the WIFI connection to the Skyguard box.

I was extremely impressed with the operation of the Skyguard TX unit and also impressed with Wing X Pro and purchased the upgrade after using the free trial version. Both Foreflight and Wing X have great features, and I will cover Wing X in more detail in a future issue of *Midwest Flyer Magazine*. The feature I liked most about Wing X Pro was the split screen that enabled you to have both an enroute chart and approach chart in view at the same time.

I have a few more technical items to cover on ADS-B and how it works.

Each ground station transmits weather for 150 miles around its location, so if you only had one tower, your METARs, TAFs, Winds, and NOTAMs only encompass that area. As the airplane moves, it gets data from stations ahead of you once in range of the next ground station. I have seen as many as four (4) towers in range at one time, so you get a composite of weather from all four stations.

Radar displayed on the iPad could be judged as not being the graphic quality of Cirrus XM weather, but the unit that it is displayed on has a great deal to do with the quality. ADS-B weather displayed on the iPad with the retina display is definitely better than XM on a Garmin 530. I would conclude that XM on the iPad would be superior to ADS-B weather on the same box.

After testing the Skyguard in several aircraft, my comment is that it is a great unit for the price and perfect for a composite or fabric-covered aircraft. In the Bonanza, I had some difficulty in finding a good place to put the antenna to keep from having shadows that could be easily overcome with some experimenting.

When we fly instruments and make approaches, it is necessary to know our approach charts well. This is equally true whether we use paper charts or electronic charts on our iPads. When in flight, under instrument conditions, is no time to study the chart. Anyone who has trained with me knows that I will

not let students look at the chart once inside the final approach fix (FAF). In fact, I take the chart away from them. Early on I asked a student what he was looking to find on the chart, as we pegged the glide-slope (GS) and localizer (LOC) needles. He told me he wanted to see if there was something he might have missed on the chart. Some charts are straightforward, and others have notations that might cause you to pick a different approach. So, there are some memory items we must use if we cannot look at the chart inside the FAF, and it's easy to do!

Let's look at a precision approach first (an approach with a glide-slope). We are already established on the approach, so course is known. Now, how low can we go, memory item #1; this is also the missed approach point (MAP), item #2. The last memory item (#3) is the missed approach procedure. Every missed approach I have seen begins with a climb (see fig 3), and that can have three (3) options – straight

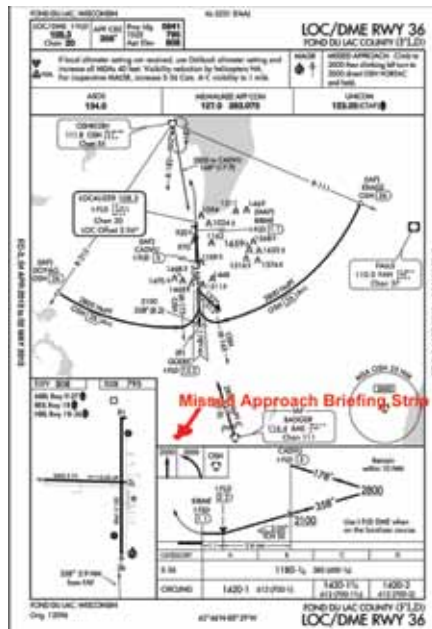


Figure 3

ahead, left turn or right turn. Both Jeppesen and the government charts have pictorial descriptions of the missed approach that we call "briefing strips." Once the missed approach has begun

and all is under control, we can go back to the chart and read it to find where we are going to go. If the approach is a non-precision item, #1 and #2 will not be the same, so another item to remember. To help us senior pilots with failing memories, there is an altitude bug that one can purchase from Sporty's Pilot Shop. This sticks to the altimeter and is a great aid. Try this technique the next time you fly and see if it keeps you focused on the task when *"hand flying the airplane."*

Till the next issue, blue skies and tailwinds!

**EDITOR'S NOTE:** Michael J. "Mick" Kaufman is a Certified Instrument Flight Instructor (CFII) and the program manager of flight operations with "Bonanza/Baron Pilot Training," operating out of Lone Rock (LNR) and Eagle River (EGV), Wisconsin. Kaufman was named "FAA's Safety Team Representative of the Year for Wisconsin" in 2008. Email questions to [captmick@me.com](mailto:captmick@me.com) or call 817-988-0174.



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# Another Perspective On Landings

by Harold Green

**P**robably since the dawn of human flight, powered or otherwise, pilots have been debating the best way to land aircraft.



Harold Green

The literature is filled with articles offering advice and/or promoting the author's favorite approach. Further, the FAA has weighed in on the subject with advice and techniques in its publications. Not to be left out of the fray, the following presents another approach to this subject, but is limited to pattern operations.

First of all look at the basic goal: It is to arrive at a predetermined

point on the surface, in a controlled manner, such that the airplane is in an undamaged condition and with insufficient energy to continue flight. Of course there are fine nuances to this. We all like to make greasers, or better yet, touchdowns so gentle no one knows for sure we are down. This discussion leads up to ways to achieve this, but does not discuss the touchdown itself. This method is not presented as the be-all-and-end-all of landings. You may or may not agree with this discussion and if not, that may be just as correct as what is presented herein.

As background, there are two basic techniques to employing power and flaps for landing. The first is the glider approach wherein the power is reduced to zero at some point, usually just before turning base, and the airplane glides to touchdown with the pilot using pitch to control airspeed, and power or flaps are used only if required to reach the touchdown point. This technique is useful in lower performance airplanes. The other technique is to use graduated power and flaps, as the pattern progresses. Usually this means full flaps on final and power until just before touchdown. This is best used on higher performance airplanes generally with higher wing loading and is the technique used in the big iron. This method discussed is independent of either technique and makes no judgment on them.

Consider the traffic pattern to be a series of ground reference maneuvers conducted in three dimensions instead of two. This method is based on the belief that good landings begin with a good approach. The ground references maneuvers referred to are 90-degree turns, tracking toward a target while holding altitude or attitude. Beginning students tend to over think a landing by worrying about it all the way through the pattern. Then, when it is time to rotate so the plane can do what it is going to do anyway, they are so concerned about getting it right,

they get in the way of a good landing. By concentrating on each step of the pattern, this worry is delayed until the proper time.

A good landing begins when entering the pattern, whether it is at an uncontrolled airport or towered. By focusing on each leg of the traffic pattern as a separate maneuver, attention is kept on the task at hand and not on worrying about the touchdown.

Typically, the first consideration is the downwind leg. The distance from the runway depends on the airplane and the power technique to be used. Experience is the best guide here. After judging distance from the runway on entering downwind, it is more important to pick a target on the ground to track towards so as to maintain that proper distance from the runway.

Since the ultimate goal is to land, it is normal for the pilot to look at the runway. Since we tend to make the airplane go where we are looking, pilots often find the aircraft too close to the runway when turning base if they have been watching the runway. By holding altitude and tracking towards the selected target, there is a far less likelihood that the pilot will turn towards the runway. Also, by maintaining the track, the pilot gains an appreciation for any crosswind component early on. This does not mean the pilot can't glance at the runway to judge progress along it. It simply means that primary attention should be on tracking and watching for traffic, rather than the runway.

The next step is a 90-degree turn onto base leg. Again, there is a tendency to look inward toward the runway to judge the rollout point. Actually there is no need to look at the runway during the turn. In a high-wing airplane, the wing blocks the runway, and in a low-wing airplane, the downward view is blocked.

There are three issues with this: First, sighting down the wing, whether high or low, when it is pointed at the runway distorts the sense of height.

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Second, the degree of turn is not likely to be consistent from approach to approach. The result is that the distance from the runway approach end varies from landing to landing. This in turn disturbs the pilot's development of position awareness. Third, while looking toward the runway the pilot is not able to watch for incoming traffic on a long final. A much-preferred technique is to focus on performing a 90-degree turn toward a target while also scanning for incoming traffic and then, when the wings are level, take a look at the runway and judge the aircraft height. When a 90-degree turn is completed, the runway will magically appear off the wing after the wings are level.

NOTE: I have never heard of a runway being moved once in the pattern, so I find no need to watch it during a turn. This gives the pilot an undistorted height perspective and, after picking a tracking target, allows more accurate assessment of wind effects on the airplane's path, thus providing a more stable basis for judging when to turn onto final. If minor altitude adjustments are to be made, small changes to the track toward or away from the runway will accomplish this.

Again, when turning final there is no need to watch the runway during the turn. It will show up in the windshield at the proper time. The pilot need only wait. During the turn onto final, the pilot can also be watching for any aircraft that might be on a long, unannounced final, particularly at non-towered airports. After the runway is in view, the last portion of the turn onto final can be used to ensure that the airplane is on an extension of the runway centerline. At this point power and speed should be as close to final as possible.

The classic "stabilized approach" is critical to a good landing. Any change in aircraft configuration from this point on just makes a good landing difficult to achieve because it introduces new variables into the flight. The pilot should be able to focus on the projected touchdown point, while applying any required wind correction. Since the target point, without leveling to slow, is that point in the windshield, which remains stationary, the need to maintain a constant pitch angle is obvious in achieving the desired landing point.

A very common sin at this point, regardless of the technique used to get there, is that pilots tend to settle for pointing at the runway centerline, rather than being on an extension of it. Even if landing on a runway, which does not have a centerline, such as a grass runway, the airplane can be positioned tracking parallel to the edges of the runway, midway between them, and things will work just fine.

When approaching the runway at an angle, it is more difficult to judge touchdown point and height to say nothing of attempting to determine the effect of any crosswind. Therefore, it is very important to maintain the track along the runway centerline. Ideally, the final leg should be stabilized at least 250 feet above touchdown elevation. That is an FAA recommendation and one, which makes sense.

There is one more point about this turn onto final. That is, that we still have far too many stall-spin accidents from overshooting the runway and then attempting to correct with steep, uncoordinated turns. This is particularly a hazard when the crosswind results in a tailwind on base.

Since the pilot is tracking toward the downwind target, the wind will be a known factor, and therefore no surprises



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## FLIGHT TRAINING

on base, so allowances may be made in judging when to turn onto final. If the turn onto final results in the need for an extreme turn to the centerline, it is time to go around and live to try again.

On final, the pilot can begin to make an accurate assessment of where the touchdown point will be. This is also the time to begin any corrections needed to compensate for crosswinds. Since we look for that point in the windshield that does not move up or down, it is important that the pitch be held as constant as possible during final. By beginning these corrections early,

the pilot will have an opportunity to place the aircraft in the proper position for a crosswind landing, whether the technique is crab and kick or slip to landing.

In summary, this approach uses ground reference maneuvers which provide for a series of discrete stages in the landing pattern using maneuvers, which the student has learned already. These help the pilot develop a sense of where the airplane is, what the wind is, and a priority for performing those maneuvers. Once the procedure becomes second nature, the pilot

will automatically pick out targets at unfamiliar airports without even thinking about it. When the tower says, "Extend downwind, I'll call base," the pilot automatically selects a new target and flies accordingly. Of course this is not a cure-all, but it does provide a possible tool for learning and teaching landings.

*EDITOR'S NOTE:* Harold Green is a Certified Instrument Flight Instructor at Morey Airplane Company in Middleton, Wisconsin (C29). Email questions or comments to: harlgren@aol.com or call 608-836-1711 (www.MoreyAirport.com). □

## HIGH ON HEALTH

### Gotcha! (Round 2)

by Dr. John Beasley, M.D.

A couple of issues ago, I wrote about some of the things that get pilots in trouble with the medical certification system. The dreaded "Gotchas." I pointed out that really (really!) those folks in OK City are not out to "do a gotcha" to you, but there are things that can get you in trouble with certification. Here, in no particular order, are a few more to



add to the four I listed last time.

Gotcha #5. Lying. I had this guy who had had serious heart problems and didn't disclose that when I examined him and issued a certificate. ("I didn't think it was important." Yeah, right!). I found this out incidentally before the next examination and refused to do it. The FAA (and I) take a dim view of folks who lie on the form. Not only are there legal consequences (read the fine print), but the FAA can and in some cases has, revoked all certificates when an applicant falsifies information for the exam. Oh, and you might really be a hazard to yourself and others... more important than the legal stuff!

If you do lie, you are more likely

to get caught than you used to be. I'm really not comfortable with many of the changes that have taken place since the implementation of the Electronic Health Record (EHR), and the dissemination of medical information is one of them. There is a lot of stuff that's in the EHR – some of which may be outdated or just plain wrong. Nonetheless, I can't see anybody in my clinic without opening up the EHR. And, if I see things there, I don't feel I can ignore them.

Gotcha # 6. Not reporting a DUI (Driving Under the Influence) or substance-related legal issue to the right people. Had a DUI or other drug related legal problem? Just reporting to your AME does not meet requirements for the drug or alcohol reporting regulations. You must report any "administrative" action (arrest, judgment, required education) to the FAA Security Division within 60 days. If there was a single DUI, you need to report it and you should bring all police and court records with you, including the blood alcohol level, when you see your AME. If you refuse alcohol testing, it will be presumed that you were positive and the FAA will require a full substance abuse evaluation.

Been drinking? Don't drive. Taxi fare is a lot cheaper. By the way, if you have

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ever (What, don't you understand about ever?) had a DUI, it must be reported every time you apply thereafter. If you don't, when your answer is cross-checked against the driver registry, you may get hit with an emergency revocation of ALL certificates – yeah, even your Ground School Instructor and Airframe and Powerplant Certificates.

Gotcha #7. Stuff that was done for (to?) you.

A woman came to me who wanted to start flying and discussed with me that she had been diagnosed as having ADD (Attention Deficient Disorder) as a high school student and still used a stimulant medication on rare occasions to study. I didn't see a problem and issued her, and a few weeks later, got a nasti-gram from the feds revoking the certificate I had issued. I didn't agree

with this, but then mine is not the final decision. This is going to become a bigger issue as more and more school kids get put on these medications. If you (or your kid) is considering starting this stuff, be sure it is really, really needed first.

Gotcha #8. Medications that are not approved by FAA. Sometimes there is a medication that's relatively new and perhaps safe as an existing, approved medication, but not yet approved by the FAA. This can get us in trouble. The AOPA website and leftseat.com can provide some unofficial lists. If you are starting something new, check with your AME to see if it is improved (or save money and check with Dr. Google using "drug-name FAA"). Often, you'll find what you need there. Sometimes a medication that was previously approved falls off the list and this can

cause problems as well.

So let's keep medical certification simple for all of us. Avoid this second set of "Gotchas." Who knows – I may even come up with some more.

*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/> □

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## The Sessions of Savings

by Bryan Budds

AOPA Great Lakes Regional Manager

Over the last few months, AOPA has been hard at work in statehouses across the Great Lakes Region with the goal of strengthening general aviation and reducing some of the cost considerations which keep some of us grounded. I am happy to report that significant savings to pilot and aircraft owners have been achieved in Indiana and are pending in Minnesota and



Bryan Budds

Michigan. AOPA is also perennially concerned with ensuring that general aviation airports have the funding necessary to maintain the aviation infrastructure that so many of us rely on – and we have achieved significant ‘wins’ on the airports front as well.

In Indiana, AOPA achieved passage of House Bill 1545, which included provisions to exempt Indiana’s highest-in-the-nation aviation fuel tax rates from the state’s 7% sales tax and adjusting the current excise tax – representing a savings of \$0.50 per gallon or more on aviation fuel. Also part of House Bill 1545 was a provision appropriating an additional \$2 million for airport infrastructure investment and a provision to exempt the parts used in aircraft maintenance from sales tax, again achieving significant savings for those maintaining their aircraft in Indiana.

In Minnesota, AOPA is working with state leaders on a similar proposal to reduce the sales tax on aircraft maintenance, and increase funding for the State Aeronautics Fund (SAF) by dedicating the sales tax revenue paid on

initial purchases of aircraft to the fund for reinvestment in airports in the state.

As has been the case in Michigan for the past few years, the aviation industry and the legislature is looking at ways to find a permanent funding source for aviation infrastructure investment and it seems like together we have found the answer in eliminating the current 6% sales tax and \$0.03 per gallon excise tax, and replacing them with a 4% wholesale tax on aviation fuel and dedicating that revenue to the State Aeronautics Fund for infrastructure investment. AOPA and local aviation allies feel this provides sufficient funding for airports, while ensuring that Michigan’s fuel tax rates remain competitive, regionally.

I also wanted to extend a big ‘thank you’ to all those that attended the AOPA Pilot Town Hall events in Chicago and Minneapolis. It was great to see such a great turnout and meet so many of you! In the meantime, if you have any questions about any of the issues AOPA is working on, please feel free to email me anytime at [bryan.budds@aopa.org](mailto:bryan.budds@aopa.org) or visit [www.aopa.org](http://www.aopa.org). □

## The 2013 Legislative Session Has Ended News & Information You’ll Want To Know In Kansas, Missouri, Nebraska & Iowa

by Yasmina Platt

AOPA Central Southwest Regional Manager

By the time you read this article, all of the legislative sessions in Kansas, Missouri, Nebraska and Iowa will have adjourned. Your association (AOPA) has been actively engaged in working on over 60 state bills in the Central Southwest Region this year, with 19 of them in those states mentioned above. Here are a few bills I think will interest you.

As of April 30, 2013, Nebraska’s LB140, intended to extend the approach zones from the current three (3) miles to 10 miles from the end of



Yasmina Platt

every IFR runway to improve safety and land-use planning, had passed the General File – the biggest legislative hurdle, and was placed on Select File. In the meantime, LB551, which we hoped to amend to include aviation as a recreational activity in the state’s Recreational Use Statute (RUS), was still waiting to be voted on by the Judiciary Committee. At this point, it will probably die in committee and be considered again next year.

Iowa’s HF605 and SF413, also meant to amend the state’s RUS to include aviation activities, failed to move because the House Judiciary Committee did not pass it. We will try it again in 2014, although the issues with the bills are outside the scope of aviation itself, like

with Nebraska’s LB551.

Kansas HB2084 and HB2355 (same language) are intending to expand the existing fly away exemption of aircraft sales, as well as maintenance parts and labor.

In Missouri... SB26 would create a sales and tax exemption on all sales of new light aircraft, while SJR16 and HJR23 propose a 1% sales and use tax increase for 10 years, pending voter approval, and directs 90% of that revenue to the Transportation Sales Tax Fund. It is unclear to date, however, how much of that revenue would benefit aviation.

We are already formulating legislative initiatives for 2014... all to protect our freedom to fly and promote GA.

As I write this on April 30, the so-called “sequestration” appears to be put on hold until FY2014 for purposes of FAA layoffs; however, it is unclear how the Contract Tower and the Contract Weather Observer (CWO) programs will be affected in the next fiscal year. I

# Winning A Reprieve

by Craig Fuller

President & CEO

Aircraft Owners & Pilots Association



Craig Fuller

A few weeks ago, in a moment of exceptional cross-party accord, both the House and Senate passed legislation giving the FAA more freedom in how to handle spending,

and more important, the spending cuts required under sequestration.

The unanimous vote in the Senate and the overwhelming majority in the House sent a clear message that the FAA should be allowed to put safety of flight first. And the FAA did...sort of.

The immediate action the FAA took with its newfound freedom was to stop planned furloughs, keeping air traffic controllers, safety inspectors, and thousands of others on the job. And that's great news for pilots, aircraft operators, businesses, and the flying public. These FAA professionals are a

key reason why the United States has the safest, most efficient air transport system in the world.

It's what the FAA didn't do that had many people scratching their heads. The FAA did not immediately announce that it would rethink its plans to close 149 contract towers at general aviation airports nationwide.

Numerous members of Congress made it clear that the reason they granted the FAA flexibility was to keep FAA employees on the job *and* to keep towers open. Forty-one senators sent a letter to Transportation Secretary Ray LaHood and FAA Administrator Michael Huerta stating that, "By providing up to \$253 million in funding authority — far above the amount required to prevent furloughs — congressional intent is clear: the FAA should prevent the slated closure of 149 contract towers by fully funding the contract tower program."

And yet, other than to say that they were reviewing the provisions of the funding legislation, both the FAA and the Department of Transportation kept mum about the future of the towers. Municipalities affected by the planned tower closures filed a federal lawsuit against the FAA in the Ninth Circuit.

AOPA provided an amicus brief focusing on the flawed process for determining which towers to close. Then on May 10, the FAA announced that it would keep the towers open after all. It's a good decision and one that the entire aviation community worked diligently to bring about.

Of course, the action keeping the towers open is really just a reprieve in the ongoing battle over what and how to cut spending in the face of sequestration.

This autumn, the cuts will begin anew unless action is taken to bring sequestration to an end. We can only hope that this reprieve will give the FAA and others the time to make a careful and thoughtful evaluation of the potential consequences of spending cuts.

Our national air transportation system is too important to be a pawn in a game of political chess. There's no room for brinksmanship when we're dealing with a system that daily affects millions of lives and produces billions in annual economic impact. Count on AOPA to continue the fight for the freedom to fly and the safety of our aviation system. □

## LEGISLATIVE SESSIONS CONTINUED

will not dive any deeper into this topic as it is very much of a moving target and today's news becomes old news in just a few days — watch AOPA ePilot for the latest news.

I attended the Missouri and Iowa Aviation Conferences in April where I spoke on developments in General Aviation... some good, some not so good as you all know. It was great to see and meet some of you there in Lake of the Ozarks and Des Moines, respectively. Missouri also celebrated its annual "Aviation Day at the Capitol" on April 9. Unfortunately, I was unable to attend due to a schedule conflict with a legislative hearing in Austin, Texas, but as always... it was a successful event.

As summer approaches, so do fly-in events. I love it! I hope to fly to Iowa's first "Pilot Palooza" in Boone, Iowa on

June 1, and the "Nebraska Airfest and State Fly-In" in Alliance, Nebraska on August 17. I hope to see some of you there. Otherwise, this year's AOPA Summit is a great opportunity to catch up as well, set for October 10-12 in Fort Worth, Texas. FMI: <http://www.aopa.org/summit/>

News and plans change rapidly. To stay abreast of what is happening in your region or when I will be in your area, visit <http://www.aopa.org/central-southwest-rm>, where you can read current stories and blogs, as well as view the region's Twitter feed. You can find my e-mail address there too. □

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## 13 Sessions At 2013 Wisconsin Aviation Conference

MIDDLETON, WIS. – The 58th annual Wisconsin Aviation Conference held in Middleton, Wisconsin, April 29th through May 1st at the Madison West Marriot, attracted 230 airport officials, fixed base operators, business aircraft owners and operators, and state and federal aviation officials. The event was sponsored by the Wisconsin Aviation Trades Association (WATA), Wisconsin Business Aviation Association (WBAA), and Wisconsin Airport Management Association (WAMA).

A packed exhibit hall featured event sponsors, with four cited for Corporate Excellence: Becher-Hoppe Associates, Inc., Mead & Hunt, Inc., Short Elliot Hendrickson, Inc. (SEH), and Signature Flight Support.

The conference featured thirteen (13) professional presentations by several industry leaders including Mark Gottlieb, PE, Secretary, Wisconsin Department of Transportation; David Greene, Director, Wisconsin Bureau of Aeronautics; Barry Cooper, Administrator, FAA Great Lakes Region; Andy Peek, Assistant Manager, Minneapolis Airports District Office; Jim Keefer, Manager, Chicago Airports



Wisconsin Transportation Secretary Mark Gottlieb.

Dave Weiman



Dave Weiman

Staff members of the Wisconsin Bureau of Aeronautics who made presentations during the Wisconsin Aviation Conference (L/R): Mark Arnold, Keith Gerard, David Greene, Scott Brummond, and Thomas DeWinter.

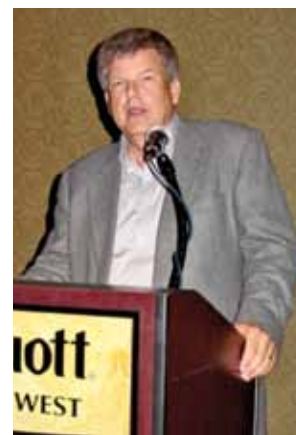
District Office; and Alan Klapmeier, President and CEO, Kestrel Aircraft Company, Superior, Wis. Klapmeier was the featured banquet speaker and provided conference participants with an update on the Kestrel K-350 single-engine, composite turboprop, and the manufacturing plant planned at Richard I. Bong Airport in Superior. Additional information regarding the above-mentioned professional sessions and other presenters can be viewed at:

<http://wiama.org/attachments/agenda.pdf>

Several industry-related awards were presented over the three-day conference, including Engineer of the Year Award, presented by WAMA board member John Reed to Jim Zsebe, PE, for his management of the multiyear Runway Safety Area (RSA) Improvements project for Wisconsin's largest airport, General Mitchell International Airport in Milwaukee from its feasibility study in 2005, through the NEPA process, permitting, design and subsequent construction completion in 2012. With the improvements occurring on the four ends of the airport's two longest runways, the overall phasing and coordination with other airport projects while minimizing impacts to stakeholders, was a continual challenge.

WAMA President Terry Blue, AAE, presented the Blue Light Award for journalism excellence to Meg Jones, reporter for the Milwaukee Journal Sentinel.

WAMA also presented a number of professional and scholastic scholarships during the conference including the "Professional Development Award" to Brent McHenry, Director of Marketing, Dane County Regional Airport. McHenry is a graduate of UW-Whitewater, receiving an Undergraduate degree in Communications, and the



Alan Klapmeier of Kestrel Aircraft Company, Superior, Wis.

Dave Weiman



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## Making A Difference For Airports

**AOPA is always looking for ways to protect our general aviation airports. Some 16 years ago, that search yielded a simple, yet groundbreaking, idea: Ask AOPA members to serve as our eyes and ears at their home fields. And so the AOPA Airport Support Network was born.**

This month we are celebrating an impressive milestone—having an ASN volunteer at each of 2,500 airports. That means we now have a volunteer at nearly half of the almost 5,200 public-use airports nationwide, which is truly remarkable.



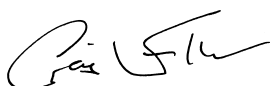
These volunteers play a vital role in protecting their fields. They are the early warning system. They alert us to brewing threats so our experts at AOPA can work with the volunteers, local pilots, airport management, and decision makers to resolve problems before they become crises.

But they also do much more. They promote their airports year round to help communities understand just how much value having an airport can deliver. With the help of how-to guides from AOPA, they host aviation events and airport open houses. They take part in city and county council meetings. They speak about the airport and its value at community events of all types.

Aviation leaders in one state have demonstrated their understanding of just how important that is. Virginia recently became the first state to have ASN volunteers at all 66 of its public-use airports, thanks in large part to the efforts of Randall Burdette, director of the Virginia Department of Aviation.

As a former ASN volunteer himself, Burdette views the program as a win-win. In his words, “It’s beneficial for the airport, its customers and the Commonwealth of Virginia to have enthusiastic volunteers help keep track of what’s happening at Virginia’s airports and to share that knowledge.”

One day we hope to see every public-use airport in America have an ASN volunteer keeping it safe. If your airport already has a volunteer, get to know them and find out how you can support their efforts. If not, consider becoming a volunteer yourself. Either way, I hope you’ll explore the program and all that it does at [aopa.org/asn](http://aopa.org/asn).

A handwritten signature in black ink, appearing to read "Craig L. Fuller".

Craig L. Fuller  
AOPA President and CEO

## STATE AVIATION CONFERENCES

University of Arizona, receiving a Masters of Business Administration. He intends to utilize this scholarship to attend the Loretta Scott AAE (Accredited Airport Executive) Academy in Denton, Texas.

The Aviation Business of the Year Award was presented by WATA President David Mann to Eagle Fuel Cells, a family owned business in Eagle River, Wisconsin, for its reputation for over 40 years of excellence in manufacturing and repairing fuel cells for General Aviation. Accepting the award was company president, Kurt Hartwig.

The Distinguished Service Award was presented by WAMA President, Terry Blue, AAE, and President-Elect, Jeremy Sickler, CM, to Marty Lenss, CM, Airport Director of the Outagamie County Regional Airport in Appleton, Wisconsin, for his outstanding leadership and contributions to aviation in Wisconsin.

The Lifetime Service Award was presented by WAMA President, Terry Blue, AAE, to Rice Lake Airport Manager Jerry Stites in recognition of his 20 years of inspirational and dedicated service to overseeing and promoting the growth of one of Wisconsin's finest

airports. Stu Durkee, chairman of the Rice Lake Airport Commission, accepted the award on behalf of Stites, who was unable to attend.

According to the Wisconsin Bureau of Aeronautics report "2002 Economic Significance of the Aviation Industry in Wisconsin," the Wisconsin aviation industry provides a total economic impact of \$2.8 billion, over \$1 billion in personal income, and is responsible for more than 40,000 jobs.

The 59th Annual Wisconsin Aviation Conference will be held in Wausau, May 5 – 7, 2014 ([www.WIAMA.org](http://www.WIAMA.org)). □

## Know What You Are Paying In Taxes & Fees

by Dave Weiman

MIDDLETON, WIS. – Taxes and fees on general aviation are often not widely known or understood by pilots, aircraft owners and airport officials. We know they exist, and we have heard that we are paying our fair share for air traffic control services and airport development, but we seldom give them a second thought until we are asked to pay even more!

Once again, the Obama Administration is proposing creating a \$100.00 per flight user fee on top of what general aviation is already paying through a federal excise tax on fuel sales. That's in addition to state and local taxes on fuel sales, maintenance, aircraft registration, and aircraft purchases.

AOPA Great Lakes Regional

Manager Bryan Budds was at the Wisconsin Aviation Conference, April 29 thru May 1, 2013 in Middleton, Wisconsin, and provided information



(L/R) Jay Griggs of Griggs Aviation of New Richmond, Wis., and Attorney Russ Klingaman of Hinshaw & Culbertson, Milwaukee, Wis., introduce themselves to AOPA Great Lakes Region Manager Bryan Budds following his presentation on aviation taxes.

on current fees and taxes. Budds also explained why more taxes are

not only unjustified, but would be counterproductive to economic development.

First, the \$100.00 per flight user fee being proposed by the White House would be cost-prohibitive.

Second, pilots would try to avoid paying such fees by not filing flight plans, and limiting their operations to non-towered airports.

Third, the user fee would require a completely new bureaucracy to collect it that would absorb any anticipated gains in revenue.

Fortunately, any new user fees would require Congressional approval, and Congress has not been receptive to this proposal in the past. The General Aviation Caucus, comprised of 223 members of Congress, has been our stronghold.

In Wisconsin alone, the caucus includes Representatives Ron Kind, Thomas Petri, and Reid Ribble, and Senator Tammy Baldwin. Members of Congress who are not caucus members, but who still oppose user fees, include Wisconsin Representatives James Sensenbrenner and Sean Duffy, and Senator Ron Johnson.

**So what federal taxes is general aviation already paying?**

Federal taxes on non-commercial (Part 91) 100LL avgas total \$0.194/gallon (\$0.15/gallon excise tax, \$0.043/

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gallon deficit reduction tax, and a \$0.001/gallon LUST (Leaking Underground Storage Tank) tax. Federal taxes on non-commercial jet fuel totals \$0.219/gallon (\$0.175/gallon excise, \$0.043/gallon deficit reduction tax, and \$0.001/gallon LUST tax).

In addition, Budds pointed out that states have fees on aircraft registration, their own fuel taxes, and sales taxes on aircraft purchases, parts, and aircraft maintenance. Fortunately for general aviation, more states are excluding sales tax on aircraft parts and labor on maintenance because they realize that this affects where businesses are located, where they base their aircraft, and where aircraft are serviced.

Currently, some 30 states exclude sales tax on parts and labor. In the Midwest, Indiana just passed the sales tax exclusion law, and Minnesota is working on doing the same.

### **Annual Aircraft Registration Fees**

In Wisconsin, annual registration fees for aircraft weighing less than 3,000 lbs is \$75.00 per year, invoiced biennially. For instance, the registration fee for a Cessna 182 is \$75.00, King Air 250 – \$940.00, Citation III – \$1,125.00, and Gulfstream 550 – \$2,500.00.

In Minnesota, annual registration is “valued based” – 1%, decreasing to .25% for older aircraft. The average registration fee for a Cessna 182 is \$3980.00, King Air 250 – \$60,000.00, Citation III – \$80,500.00, and Gulfstream 550 – \$550,000.00.

In Illinois, annual registration is \$10.00, regardless of the size or age of the aircraft.

### **A One-Time Sales Tax On Aircraft Purchases**

In Wisconsin, the sales tax on a new Cessna 182 is \$24,278.00, King Air 250 – \$366,000.00, Citation III – \$491,050.00, and Gulfstream 550 – \$3,355,000.00.

In Minnesota, the sales tax on a new Cessna 182 is \$30,984.00, King Air 250 – \$467,100.00, Citation III – \$626,692.00, and Gulfstream 550 – \$4,281,750.00.

In Illinois, the sales tax on a new Cessna 182 is \$40,795.00, King Air 250 – \$615,000.00, Citation III – \$825,125.00, and Gulfstream 550 – \$5,637,500.00.

### **Fuel Taxes**

Wisconsin has no sales tax on either jet fuel or 100LL, but does have a \$.06 per gallon excise tax on both fuels. The average fuel tax paid annually by a Cessna 182 is \$234.00, King Air 250 – \$2,070.00, Citation III – \$4,950.00, and Gulfstream 550 – \$6,300.00.

Minnesota has no sales tax on either jet fuel or 100LL, but a \$.05 per gallon excise tax on both. The average fuel tax paid annually by a Cessna 182 is \$195.00, King Air 250 – \$1,725.00, Citation III – \$4,125.00, and Gulfstream 550 – \$5,250.00.

Illinois has a 6% sales tax, plus a \$.003 excise tax on both jet fuel and 100LL. The average fuel tax paid annually by a Cessna 182 is \$1,415.00, King Air 250 – \$12,523.00,

Citation III – \$29,948.00, and Gulfstream 550 – \$38,115.00.

Fees and taxes are either a deterrent or an attraction for based aircraft and businesses within states. Based aircraft will increase aviation activity, and the businesses that own them will contribute to a state's economy.

Budds concluded his presentation by describing the efforts of AOPA relative to government affairs.

He noted that regional managers like himself work on state and local advocacy, engage the membership, keep tabs on airport issues, and work with state legislatures to support general aviation.

There are 29 staff persons and four (4) departments within the AOPA Government Affairs Division – Operations and International Affairs, Legislative Affairs, Regulatory Affairs, and Airport and State Advocacy, which houses the Airport Support Network (ASN) team. It is their job to promote, protect, and defend general aviation interests across the country from the halls of Congress to the federal regulatory agencies like the FAA and Transportation Security Administration, and in state capitols, county courthouses, city halls, and at your local airport.

ASN is at the heart of AOPA's efforts to protect local GA airports and involves more than 2,500 volunteers nationwide. ASN is AOPA's early warning system.

For additional information or assistance, contact Bryan Budds at [Bryan.budds@aopa.org](mailto:Bryan.budds@aopa.org) (301-695-2095). □

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(L/R) Shaun Germolus, President of the Minnesota Council of Airports and Executive Director of Range Regional Airport, Hibbing, Minn., welcomes representatives of the Minnesota Department of Transportation to the Minnesota Airports Conference: Cassandra Isackson, newly appointed Director of Aeronautics; Tim Henkel, Assistant Commissioner, Minnesota Department of Transportation Modal Programs; and Jay Hietpas, Assistant Director of Aeronautics.

Dave Weiman

## St. Cloud, Brainerd, Albert Lea, Blue Earth & Levee Recognized At Minnesota Airports Conference

ALEXANDRIA, MINN. – Since 1988, the Federal Aviation Administration (FAA) and the Minnesota DOT Office of Aeronautics have partnered in recognizing airports for their accomplishments in airport management, vision and innovation with the presentation of the “FAA/ Governor’s Award.” This year’s award was presented to St. Cloud Regional Airport during the Minnesota Airports Conference, May 3-5, 2013, in Alexandria, Minnesota.

The City of St. Cloud chose the current location for St. Cloud



Dave Weiman

Bill Towle

Municipal Airport in 1969. Since 1990 when St. Cloud received its first FAA Governor’s Award, the airport has continued to flourish. In 1993, scheduled air service began. In

1995, the airport became St. Cloud Regional Airport and expanded its role to meet air transportation needs in the region.

Today, the City of St. Cloud works cooperatively with Benton, Stearns, and Sherborn Counties whose borders are all within the operational area of the airport.

In recent years the airport has completed numerous bituminous projects, acquired land for airport expansion, installed runway guard lights for airport safety, and has become the home of a Minnesota Air National Guard helicopter unit.

In the spring of 2009, the airport completed the expansion of the terminal building with its first passenger boarding bridge. Within a year of opening the new terminal, the community lost its commercial air service with the departure of Delta Airlines. Through the will of city leaders and the perseverance of airport director, Bill Towle, the airport was successful in attracting Allegiant Air to replace Delta.

The airport is now working with consultant Mead and Hunt in completing a master plan, reconstructing the crosswind runway, and constructing a large fixed base operation facility.

Accepting the award on behalf of the City of St. Cloud was airport director, Bill Towle.



Dave Weiman

Jeff Hamiel, Executive Director of the Metropolitan Airports Commission in Minneapolis/St. Paul, gave conference participants an update on activity at Minneapolis/St. Paul International Airport and MAC reliever airports.

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“Airport Projects of the Year” presented during the conference on behalf of the Minnesota Council of Airports were Brainerd Lakes Regional Airport in the commercial service

category for its renovation of its main terminal; Albert Lea Municipal Airport for its Runway 17/35 relocation and parallel taxiway projects in the non-commercial service category; and Blue Earth Municipal Airport was selected for its reconstruction of its existing 3,400 ft runway, connecting taxiway, and apron expansion in the intermediate category. Steven W. Leqve was recognized during the conference for 35 years in airport management at Rochester International Airport.

A native of Rochester, Minnesota, Leqve served in Viet Nam as a helicopter gunner for two years, and upon his discharge, he worked as a greeter at the Mayo Clinic. He was so good at being a greeter that in 1978, the Rochester Airport Company asked him to become assistant manager. He was



(L/R) Kurt G. Claussen, deputy director, Rochester International Airport; Steven W. Leqve, retiring director, Rochester International Airport; and Rochester Mayor Arde F. Brede. The Minnesota Council of Airports recognized Leqve for 35 years of service at Rochester International Airport.

named manager in 1991.

Among his many accomplishments at Rochester included establishing the airport as a point of entry for foreign aircraft to fly direct to Rochester; adding an air cargo facility; and creating a business and industrial park at the airport.

During his tenure, Leqve completed over 200 projects with a total value of \$85 million. The current economic impact of the airport totals more than \$161.5 million annually, supporting 2,900 jobs.

Rochester International Airport is owned by the City of Rochester and operated by the Rochester Airport Company, a wholly owned subsidiary of Mayo Clinic. Marty Lenss, former director at Outagamie County Regional Airport, is the new ☐ manager.

## Minnesota Seaplane Pilots Association Seminar Goes On Despite Lake Ice



The 2013 Minnesota Seaplane Pilots Association (MSPA) Board of Directors (L/R): Mattie Kurilla, assistant to the treasurer; Gary Kurilla, treasurer; Mary Alverson, immediate past president; Ben Thuringer, president; Randy Schoephoerster, vice president; and Brad Thornberg, secretary.

*by Dave Weiman*

BRAINERD, MINN. – Despite thick ice on Gull Lake, the Minnesota Seaplane Pilots Association (MSPA) held its annual seminar and fly-in at Madden's Resort, May 3-5, 2013, near Brainerd, Minnesota.

About a dozen aircraft chose to fly in to nearby East Gull Lake Airport or Brainerd Lakes Regional Airport. Everyone else opted to drive to the event.

Newly-elected MSPA President Ben Thuringer welcomed everyone to the seminar. The event was supported by the Minnesota DOT Office of Aeronautics, and featured an exhibit area and vendors.

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Brian Addis of Lake & Air at South St. Paul Municipal Airport was a featured speaker. Addis has a background in teaching flying and psychology, and prior to joining Lake & Air, he flew for Hubbard Broadcasting and worked for Northwest Airlines.

Addis has studied "human factors" and has done testing on a new audio warning system for amphibian float systems. The greatest fear among amphibian floatplane pilots is leaving their gear in the down position when landing on water. There is a high probability that the aircraft will flip over, and a 50/50 chance that the pilot will be injured and subsequently, drown.

Gear-down landing accidents involve pilot "distractions," says Addis. "Airline and corporate pilots do not land gear down (in floatplanes) because they use written checklists and procedures, while most (other) pilots resort to memory checklists because written checklists tend to be too long."

Addis noted three domains of learning and understanding: cognitive or thinking about doing something, psychomotor or actually doing something, and affective or how you feel about a certain topic or action.

Confirmation bias is when you come to a solution to avoid a gear-down water landing. The airlines are too structured to allow for confirmation bias problem solving, said Addis.

Addis contrasted the \*entropy of flying seaplanes with flying for the airlines, with flying seaplanes having a high degree of entropy, and flying for the airlines, a very low degree of entropy because there is more order involved...strict procedures.



Brian Addis

Dave Weiman

"Don't give up your procedures," said Addis, "but use a checklist that is usable."

Addis advocates creating "quick reference checklists" to cure the problem of wheels-down water landings. He suggests taking a checklist and highlighting procedures for landing at airports in "green," and highlighting procedures for landing on water in "blue."

"Most pilots use visual signals and not audio signals, so an audio system may be ineffective," said Addis. He described a new laser system that senses the surface one is flying over as a possible solution to the problem. "If it says anything, it is a signal for an automatic go-around."

Addis noted that when flying a floatplane, the pilot has to take the place of the airport engineer in making sure there are proper clearances from trees and other obstacles.

Thirty to 40 percent of seaplane accidents involve wind, said Addis. The stronger the wind, the faster the pilot must react, and control inputs are different in strong wind conditions than in weak wind conditions.

The questions pilots must ask themselves is how much wind can the airplane handle, and how much wind can they handle. "If you cannot answer these questions, limit your flying to wind under 20 kts," said Addis ([www.lakeandair.com](http://www.lakeandair.com)).

Each of the float manufacturers in attendance gave participants an update on their products including Brian Huberty of Clamar Floats of Hastings, Minn.; Jeff Voigt of Park Rapids Aviation, representing Aerocet Floats; and Bob Wiplinger of Wipaire, Inc., South St. Paul.

There's a lot of competition among small single-engine aircraft float manufacturers, but not so much in the larger floats, where Wipaire dominates the market.

Wipaire is moving forward with its 1450 floats for Light Sport Aircraft and other small aircraft. The company is awaiting its TSO for the Composite 3000 floats for

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the Cessna 172, and the Composite 3450 floats for the Cessna 206.

Wiplinger said that Wipaire recognizes the popularity of fiberglass and carbon fiber floats, and will be offering their customers their choice between them and aluminum floats. Wiplinger discussed the “laser gear advisory” and how the software-driven equipment requires a lot of FAA certification standards. The equipment uses warning lights.

Wipaire opened its Leesburg, Florida service center in February 2013, and is excited about the potential market opening up in China.

Larry Brickey of Wipaire provided participants with maintenance tips, and urged them to check the Wipaire website for service letters on all aircraft and floats.

The weather in May was more in line with “skiplane” flying than “floatplane” flying, and Rick Discher of TrickAir Snow Skis of Weyauwega, Wisconsin, did not miss the opportunity to promote his product line.

Unlike traditional snow skis in which you must remove the wheels of the aircraft before installing skis, TrickAir Snow Skis allows the aircraft owner to leave the wheels on. Check them out at [www.trickair.com](http://www.trickair.com) or call 800.374.4237 for additional information.

“Invasive species” and what seaplane pilots are doing to prevent their spread was probably the biggest topic of discussion. MSPA has taken a proactive approach in working with the Minnesota Department of Natural Resources (DNR) to get the latest information and provide correct preventive procedures to pilots.

Rob Haberman of the Minnesota Department of Natural Resources briefed participants on the many types of “invasive species.” I left that session thinking that we know what species are out there and what we can do to prevent their spread, but that the DNR really does not know how to stop or control their invasion. Check out the DNR website for additional information and [www.protectyourwaters.net](http://www.protectyourwaters.net).

Past MSPA President Mary Alverson briefed the membership on the “paperless medical” and the online procedure now required. See <http://medxpress.faa.gov> to register.

Retired Minneapolis controller and FAAST Team representative, Mark Schreier, spoke on “iPads In The Sky” and how they are quickly replacing paper instrument charts. See FAR Part 91.21 for details.

There are a lot of helpful iPad applications available free of charge including an application that allows you to create



Bob Wiplinger

Dave Weiman

your own checklists called “Checklists” ([www.checklists.com](http://www.checklists.com)), and “CloudAhoy” that can capture flight data and send it automatically to your account on the CloudAhoy server ([www.cloudahoy.com](http://www.cloudahoy.com)).

Chuck Jarechi, a director with the Recreational Aviation Foundation, described the work his organization is doing to include private airports as one of the recreational uses permitted in state recreational-use statutes to limit liability. Jarechi flew his Cessna 185 all the way from Montana to be at the event.

Col. Jerry Ostern of the 148th Fighter Squadron in Duluth was the featured banquet speaker. Col. Ostern shared his experience of flying his Beaver on floats to Alaska, as well as his career in the Air Force. After a military leave of absence, he is returning to Delta Airlines.

If there is one thing I came away with from this seminar, and I hope you come away with from this article, there was plenty of information useful for all pilots – not just seaplane pilots. The MSPA Seminar & Fly-In is open to all pilots in the Midwest. Stay tuned to *Midwest Flyer Magazine* and the MSPA website for 2014 dates, which we hope are a couple of weeks later in the year to avoid the frozen lake ([www.mnseaplanes.com](http://www.mnseaplanes.com)).

*\*Entropy is the measure of the disorder that exists in a system. □*

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## **EAA's Beginnings...**

### **Curtiss-Wright Field/Timmerman Airport, Milwaukee, Wisconsin**

*by Harold Mester*

**I**t was the golden days of aviation: A time when fuel was inexpensive and pilots would take to the skies to relax, have some fun, get a unique perspective of the world, and enjoy some fresh air.

During the 1950s, homebuilt aircraft gained popularity in a big way. At the time, it cost less than \$1,000 to build an aircraft at home. Thanks to fewer government regulations and the rise of lightweight fiberglass and other composite materials, building a personal aircraft was within reach for a much wider range of people across the nation. Private aviation began to flourish, and homebuilders became a tight-knit community. There was never a better opportunity to achieve the dream of flight!

Little did anyone realize that one of the biggest “things” in aviation was about to happen, right here in the Midwest. The year was 1953. The place: Curtiss-Wright Field in Milwaukee, Wisconsin. The pilots: three dozen, all with an interest in “hangar flying.”

On January 26, 1953, the cold weather was offset by the momentum of what was occurring in the dope and fabric shop upstairs from the maintenance hangar at Gran-Aire, Inc. This was it: The first gathering of the newly-formed Experimental Aircraft Association, laying the groundwork for EAA's first annual “fly-in convention,” which was held at Curtiss-Wright

eight months later.

According to EAA Founder Paul Poberezny, Gran-Aire President Bill Lotzer approved of the meeting. “Bill was a good supporter,” said Poberezny. Lotzer's son, John, continues

to operate Gran-Aire in the same facilities and in his father's tradition of service and warm hospitality.

“Everyone keeps asking how I felt about starting the organization. I didn't feel anything because none of us knew at that time what it would become. To us, it was just another flying club and we had no thoughts, other than to help it get started,” EAA founder Paul Poberezny wrote in his book *Poberezny, The Story Begins*.

“We didn't plan for it to gain worldwide recognition. Our purpose for having

the fly-in was to provide a service to those who came to the event.”


Poberezny thought that hosting the first EAA convention in Milwaukee could help bolster attendance at the annual “Milwaukee Amvets Air Pageant” event. Less than two dozen pilots flew aircraft to the event, but 150 people attended. Wow! What a contrast to the hundreds of thousands of people that attend EAA AirVenture in Oshkosh, Wis. each year. The soothing hum of spinning propellers created a somewhat chaotic scene for onlookers.


“We were amateurs! I could be found scurrying all over the airport, parking airplanes, greeting pilots, running to the pay station, trying to find motel accommodations and, in



Pilots and aviation enthusiasts eager to get involved in aircraft homebuilding attended the first organizational meeting of the Experimental Aircraft Association (EAA) on January 26, 1953.

*Photo Courtesy of EAA/Paul Poberezny*

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Bill Lotzer by a Cessna 170.  
Photo Courtesy of William J. Lotzer family.



Gran-Aire, Inc. as it appears today.

some cases, helping to solve and fix maintenance problems,” recalled Pobereznzy, describing the first fly-in. “I had also never given a speech in front of a very large group, and admit to being more than a little nervous before doing so.”

Today, as host of the largest general aviation event in the world, EAA’s annual “AirVenture” fly-in convention at Wittman Regional Airport in Oshkosh, Wisconsin, attracts more than a half-million people. While today’s EAA AirVenture is a far cry from the first fly-in 60 years ago in Milwaukee, Curtiss-Wright Field still exists, but it is now known as Milwaukee County’s Timmerman Airport. Timmerman’s KMWC airport code still contains the letters “C” and “W” from its Curtiss-Wright days.

Over the years, KMWC has played a key role in training thousands of aviators. During the 1940s, Curtiss-Wright Field was instrumental in developing a Civilian Pilot Training program funded by the military. Hundreds of future Army, Navy, and Air Force pilots received their initial flight training at Curtiss-Wright Field.

This proud tradition of flight training continued after the war, as thousands of pilots trained for civilian flying jobs for the airlines, corporations, government, and agriculture. Still others learned to fly at Curtiss-Wright just for the challenge and satisfaction of being able to view the earth from above.

Today, many piston aircraft and a few small jets still come and go throughout the day at Timmerman. Some pilots with homebuilts and other experimental aircraft will undoubtedly land at KMWC to rent a car for the quick one-hour drive to EAA AirVenture this summer, July 29 thru August 4, 2013 ([www.airventure.org](http://www.airventure.org)).

Many visitors to Timmerman have no idea that one of the world’s greatest aviation organizations started there. The next time you visit, look closely. You just might catch a glimpse of Curtiss-Wright, just above the door to the maintenance facility of Gran-Aire.

Curtiss Wright Airport, located northwest of Milwaukee, was established in 1929 as part of a national chain of airports affiliated with the Curtiss-Wright Company. In one of the

great ironies of aviation history, the Curtiss and Wright companies merged in 1929. (Neither was still owned by their founders at that time). The Curtiss-Wright name gave the Milwaukee airport a certain cachet, although it was insufficient to overcome the adverse effects of the Depression. As a result, only one hangar was constructed. Nevertheless, Curtiss-Wright Field was a favorite site for Wisconsin air

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Lawrence Timmerman Airport - Milwaukee, Wisconsin

shows, and in 1953 the field (by then known as Timmerman Field) was the site of the first fly-in of the Experimental Aircraft Association. The magical dream of flight still happens every day at this historic airport.

"Where does a dream begin? For me it was at the age of five, and my dream was the airplane," Poberezny wrote in his memoirs. "Those days, as has each one since, have been memorable to me. Every day of my life I have spoken the word: Airplane."

### Lawrence J. Timmerman

So, who was Lawrence J. Timmerman, and why is Milwaukee County's general aviation airport named

in his honor?

The tale began when Timmerman was "shanghaied" for his first airplane



ride in 1940, which set in motion a series of events that laid the groundwork for aviation planning in Milwaukee County.

Shortly after Timmerman was elected chairman of the Milwaukee County Board of Supervisors in 1936, he and

some other county supervisors went to the airport to see a large transport plane that was visiting Milwaukee. Timmerman was not at all interested in going for a ride, but that's exactly what was about to happen, according to then-airport manager, Stanley E. Piasecki.

"Not me," said Timmerman. "You won't get me up in one of those things."

"Come around and look at it anyway," replied Piasecki. "It cost \$135,000."

"Must be some plane for that price," Timmerman quipped. "Maybe I will."

It was a big mistake on Timmerman's part, because Piasecki had been plotting behind the scenes. Once Timmerman was on board, Piasecki waved a secret signal to the pilot, and off they went! This "visit" to see the aircraft blossomed into Timmerman's first airplane ride.

From that moment on, Timmerman was hooked on aviation, and he quickly became one of the most enthusiastic airport supporters in the Milwaukee area. He understood the value of developing top-notch aviation facilities. During his service on the county board, he became a leader in the continued enhancement of General Mitchell International Airport in Milwaukee.

Aviation had a major impact on Timmerman's view of the world, too. Later in life, 14 years after his surprise first flight, Timmerman rode in a jet aircraft for the first time. After landing, Timmerman remarked, "You can't go around in a Model T all the time!"

Timmerman's interest in – and impact on – aviation in Wisconsin cannot be understated. Shortly before his death in 1959, the county board renamed Curtiss-Wright Field in his honor, recognizing his many contributions to aviation in Milwaukee County.

*EDITOR'S NOTE:* Harold Mester is a private pilot and part owner in a Cessna 172 Skyhawk based at Timmerman Airport. □

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# Experience What Sun 'n Fun Has To Offer

by Matthew Olafsen

Every year pilots from around the country begin to shake off those cobwebs, shovel their planes out of their hangars, and make that annual migration south to Lakeland, Florida. The 39th annual Sun 'n Fun Fly-in was finally here and for one week, April 9 - 14, 2013, Lakeland Regional Airport was transformed into the world's busiest airport.

This year would mark my seventh time attending the show and I was eager to set off on what would become a six-day aviation marathon looking for interesting stories.

I started my first day by exploring the show grounds and at first glance couldn't help but notice the lack of aircraft on the field. Large gaps could be found in every section from warbirds and vintage aircraft areas, to the homebuilt and seaplane areas, but hey, this was day one; what could I expect? Everything else was in place though – vendors filled every nook and cranny of the grounds, aircraft manufacturers were on hand ready to push their latest aircraft, and the marshalers were buzzing around on their red scooters starting to orchestrate the arrival of planes expected for the event.

Day two and three passed and I found that the grounds had not changed much – still a lot of barren areas on the grass, taxiways and the ramp. I continued my search for articles to write, but couldn't find anything or anyone from the Midwest to write about. It seemed that most of the pilots were snowbirds from Canada living down here in Florida for the winter, local Floridians themselves, or a few pilots from neighboring states. I knew that the economy was still hurting and that there was a cold front moving across the country, but this was turning out to be a bust for me in regards to finding something to write about. I decided that maybe if I stopped looking so hard and enjoyed the show, then something might jump out at me.

I hit the ground running and this time, with no expectations, I set off to just enjoy the show. I began to talk to some DC-3 pilots about their adventure flying their South African-registered DC-3 from Africa to the United States. I have flown extensively throughout Africa over the years and enjoyed comparing notes about places we had both visited on that side of the world.

I met Rick Robinson from Ontario, Canada, who, with photo album in hand as if a proud parent showing off a newborn, went over the story of his Seabees restoration, including how he mounted a Corvette engine on the top of his wing. I hesitantly took my first-ever ride on an ultralight flown by Lavern Dence of Sebring, Florida, not knowing if my fear of heights would allow me to enjoy the flight or have me screaming for solid ground. Luckily, I had the time of my life and learned about how Lavern spends most of his week there giving volunteers free rides as a personal thank you for



Lavern Dence of Sebring, Fla., flies his MaxAir Drifter ultralight over the light sport/ultralight area at Sun 'n Fun, Lakeland, Fla.

Photo by Matthew Olafsen

their hard work.

I woke up early on Saturday morning and watched the Boy Scouts from Troop 356 become the lucky few who eagerly assisted pilots launch their hot air balloons into the morning sky. I was able to take a ride with the Army Aviation



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Award-winning air show performer, John Mohr of Vadnais Heights, Minnesota, takes a well-deserved bow following one of his performances at Sun 'n Fun.

*Photo by Matthew Olafsen*



The "Black Diamond Jet Team" helped fill the void left with the absence of the U.S. Air Force Thunderbirds, which cancelled all air show participation due to the federal sequester. The Black Diamonds fly L-39s.

*Photo by Matthew Olafsen*

Heritage Foundation's UH-1 and AH-1 helicopters and tried to imagine that the swamps of central Florida we were flying over were actually rice patties in Vietnam, and how our troops must have felt flying out to combat. I relaxed on a dock at Fantasy of Flight's Lake Agnes watching as seaplanes got their feet wet during their annual splash-in event. Finally on Saturday night I watched my first-ever night air show and saw some great performers, such as Gene Soucy, Matt Younkin, Team Aero Dynamix and others who lit up the night sky with their fireworks, landing lights, and aerial displays.

Then on Sunday, while sitting at the Sunset grill bar, I met a gentleman from Kentucky who hadn't flown a plane in 20 some years. He was drawn to Florida after years of hearing about the show and now, recently retired, had decided to just pick up and drive down



A floatplane prepared to beach at Fantasy of Flight's Lake Agnes in Polk City, Fla., near Lakeland.

*Photo by Matthew Olafsen*

to check it out. Living in his tent on the campsite, he told me that this visit had reignited a spark in him to start flying again, a spark that he said had gone out years ago. It hit me, as I sat there next to him with a beer in my hand looking out over the spectators moving like army ants around the grounds, that although the show ramps were sparse, this had ended up being a pretty good week.

You see Sun 'n Fun is more than just an air show...it is an experience. It is surrounding yourself with a few thousand of your closest friends, people like you who talk your language, look to the sky when they hear a plane fly over, and enjoy the smell of jet fuel in the air. It is about making friends with someone you may never see again or renewing old friendships while at a local TGIF Fridays in town (Hi Paul). It is reigniting that aviation spark that you might have lost years ago or which has just been hibernating after a long winter. It is exploring different realms of aviation that might be new to you from learning to build your own plane, to taking your first ride in an ultralight. Sun 'n Fun has done a great job at making all of these avenues available to you and although outside factors like sequestration, weather, and the economy are beyond their control, the event has built an environment that welcomes those who are able to participate.

In the end, it was by wiping the slate clean and going into the show with no expectations, that I was able to see and experience more this year than I have done in any of the previous six years.

So whether you attend air shows like this, local fly-in events or just the occasional pancake breakfast, I hope that you take the time to just enjoy yourself and understand that we need events like Sun 'n Fun to keep that spark alive.



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## First GE-powered King Air Earns 135 Air Charter Certification



Robert Bell

MANITOWOC, WIS. – The first King Air powered by GE's new H80 turboprop engines has entered FAA 135 Air Charter service. The King Air C90, operated by Lakeshore Aviation in Manitowoc, Wis., is the first to be certified with a recently-approved STC using the new 800-shp engines built by GE Aviation in their new manufacturing facilities in Prague, Czech Republic.

Lakeshore Aviation president, Curt Drumm, complimented the cooperative effort between his staff, the Milwaukee FAA Flight Standards District Office, GE Aviation, and Smyrna Air Center, which completed the installation work and holds the STC. The plane has run flawlessly since we took delivery, according to Drumm.

The 800-shp H80 turboprop engines combine the elegant, robust design of the M601 engine with GE's 3-D aerodynamic design techniques and advanced materials to create a more powerful, fuel-efficient, durable engine with no recurrent fuel nozzle inspections and no hot section inspections. The H80 engine will feature an extended service life of 3,600 flight-hours or 6,600 cycles between overhauls. It will provide the option of a single- or dual-acting governor, allowing customers to have flexibility in propeller selection.

Greg Ryan, GE Aviation Sales Director, noted that GE has parts in the U.S. and Canada at more than 10 locations and a full network to support its customers worldwide.

The King Air's performance is greatly improved with the new engines. Cruise speeds are increased to over 260 KTAS and climb performance is "phenomenal," in Drumm's words. "We can hold well over a 1000 FPM climb rate up to the mid 20s, which reduces our block time and saves fuel. I can get my passengers to their destination quicker and save money on fuel at the same time." Drumm also noted that the Avia five-bladed props also reduced the interior cabin noise level, adding to passenger comfort.

Smyrna Air Center, located in the Nashville, Tennessee

area, did the work in its 100,000 square foot maintenance facility. In addition to the engine upgrade, the aircraft underwent a complete battery of inspections and airworthiness directive compliance. All life and time limited inspections were complied with, and any necessary repairs were made.



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Lakeshore Aviation's GE-powered King Air at AOPA headquarters in Frederick, Md. *Lakeshore Aviation Photos*



In addition to the new GE engines, the King Air also received a complete new glass cockpit centered on dual Garmin G600 flight displays, which integrate with Garmin's new GTN-750 GPS navigator and a GNS-530. The aircraft also features Garmin's new GWX-70 digital radar, XM weather, a Strikefinder and ADS-B weather. Ryan TCAD, TIS and ADS-B provide complete traffic awareness for the flight crew. All operations are coupled to an S-Tec 65 autopilot allowing complete altitude preselect, rate of climb and approach coupling.

Passengers are also in for a treat, with a new luxurious dark leather interior, stunning rosewood cabinetry and trim, and new carpet and headliners. A stylish new paint job rounds out the appearance.

For more information on the GE engine conversion, contact Smyrna Air Center at [www.smyrnaaircenter.com](http://www.smyrnaaircenter.com), or

GE Aviation at [www.geaviation.com/bga/engines/h80.html](http://www.geaviation.com/bga/engines/h80.html)

For information on Lakeshore Aviation see [www.lakeshoreaviation.com/kingair](http://www.lakeshoreaviation.com/kingair). □

## Cessna 2 Oshkosh Mass Arrival

JUNEAU, WIS. – The Cessna Pilots Association (CPA) will hold its 8th Annual "Cessnas 2 Oshkosh" Mass Arrival to EAA AirVenture, beginning at the Dodge County Airport in Juneau, Wisconsin. For additional information go to [www.cessnas2oshkosh.com](http://www.cessnas2oshkosh.com).

To participate, a pilot must register on the website, attend

one of CPA formation flight training clinics this year, and be present at the mass arrival preflight brief on Saturday, July 27 in Juneau, Wis. The preflight brief will start promptly at 11:00 CDT (UTC-5) and will be held at the main hangar of Wisconsin Aviation at Dodge County Airport (KUNU) in Juneau, Wisconsin.

The annual CPA BBQ will again take place on Tuesday, July 30th at the CPA North 40 campsite. □

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## HondaJet Makes Surprise Visit To Des Moines

DES MOINES, IOWA – The much-anticipated HondaJet visited Des Moines Flying Service, March 16, 2013, while conducting cold weather tests. Certification of the \$4.5 million bizjet is expected in 2014. Once certified, HondaJet Midwest at Aurora Municipal Airport in Sugar Grove, Illinois, will receive one of the first aircraft for customer delivery. HondaJet Midwest serves the states of Illinois, Iowa, Indiana, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Ohio and Wisconsin, and is a subsidiary of Des Moines Flying Service, Inc. (www.HondaJetMidwest.com).

Honda Aircraft Company is headquartered at Piedmont Triad International Airport in Greensboro, North Carolina. ☐



Des Moines Flying Service CEO John Lowe (left) and his wife, Linda, welcome HondaJet test pilot, Stefan Johansson (center), to Des Moines, Iowa.



Glenn Kinneberg of Spring Grove, Minnesota, converted his 1941 Ercoupe to mount on a three-wheeled golf cart, powered by an electric motor to run the propeller and rotating beacon. "Snoopy" goes along for the ride! Kinneberg uses his "Golfcoupe," as he calls it, to promote aviation in community parades and to entertain people in the campground at EAA AirVenture, Oshkosh, Wis.

## Minnesota Farmer Finds Humor In Modifying Aircraft

SPRING GROVE, MINN. – Retired farmer Glenn Kinneberg has been flying for 66 years, and lives on a farm in Spring Grove, Minnesota, which his great grandfather homesteaded in 1856. Kinneberg has had an airstrip on the farm since 1947, where he bases his Piper PA-11, which he bought new in 1947. Kinneberg has been a member of the "International Flying Farmers" since 1947, and is past president of the Minnesota Flying Farmers of which he is currently Region Five Director. Kinneberg is a veteran of the U.S. Air Force.

Kinneberg wrote a book about his flying called "Flaps Up." In 2012, he flew to EAA AirVenture in Oshkosh, Wisconsin with 185 Piper Cubs, and got the oldest pilot award and an award for owning his airplane longer than anyone else there...65 years. ☐

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2000 MAHF inductee, Elizabeth Wall Strohfus, greets air show performer, Julie Clark.



2013 Minnesota Aviation Hall of Fame inductees or their representatives (L/R) Pat Kahler, son of inductee, John Kahler; Ray Johnson; Dale Johnson; Janice Orr Pelletti, daughter of inductee, Rita Orr; Carol Ziemer, daughter of inductee, Earl Olson; and David Konshok.

*Photos by Dave Weiman*



2001 MAHF inductee, Wayne G. Johnson.

## Minnesota Inducts Industry's Best At 24th Annual Hall of Fame

BLOOMINGTON, MINN. – Inducted April 20, 2013 at the Ramada Mall of America Hotel in Bloomington, Minn., was Darwin “Dale” Johnson of Crookston, Raymond Johnson of Marshall, John H. Kahler II of Fairmont, David R. Konshok of Park Rapids, Earl O. Olson of Duluth, and Rita Ann Bondy Orr of Faribault. Inductees are selected for their uniqueness, and role in – and contributions to – aviation.

Darwin Johnson (1936 - ) was born in North Dakota and moved to Crookston, Minnesota in 1948. He worked on helicopters in Korea, learned to fly in 1988, and built aircraft, including the Air Guard Curtiss Jenny, and Centennial Wright Flyer replicas, and restored a Waco CG-4A glider.

Raymond Johnson (1932 - ) left his mark as an agricultural and charter pilot, flight instructor, and pilot examiner. He began his career as a crop duster in South Dakota, and went on to own Tracy Air Service and Midwest Aviation.

John Kahler (1928 – 2011) flew helicopters in Korea, the Naval Reserves, and was commander of the Naval Reserve Station – Twin Cities from 1967-75. He served on the Metropolitan Airports Commission, the Air Guard Foundation, and the Minnesota Aviation Hall of Fame. An active aviator to the end, Kahler took up soaring at Stanton Airfield in 1992.

David Konshok (1926 - ) moved from Montana to Park Rapids, Minn. when he was 4 years old where he learned to fly and made contributions in developing the airport. He helped to found the local unit of the Civil Air Patrol, and has the distinction of serving on the Park Rapids Airport Commission for 60 years.

Earl Olson (1899 – 1972) did much to develop Duluth International Airport starting when the land was purchased

by the City of Duluth. After a career as a barnstormer throughout Indiana, Illinois and Minnesota, Olson worked for Northern Air Service, then in maintenance for the airport, eventually becoming airport manager in 1939. Olson did much to strengthen relations between the city and the airport until he retired in 1965.

Rita Ann Bondy Orr (1921 – 2009) grew up in Detroit, Michigan and moved to Minnesota in 1948. She helped establish the Minnesota Chapter of the Ninety-Nines, worked to improve the Faribault Airport, and flew more than 200 lifesaving blood runs.

Of all of the acceptance speeches made by recipients and their family members, the strongest message conveyed was the importance of recognizing inductees before they are gone.

Recognized for “Best Aviation Writing” by a Minnesotan in 2013 was Jim Hanson of Albert Lea, who has written for *Minnesota Flyer*, *Midwest Flyer Magazine*, and EAA publications. In his acceptance speech, Hanson noted the importance of aviators expressing their views, documenting their experiences, and sharing their knowledge through the print media.

Recognized for “Best Aviation Art” by a Minnesotan in 2013 was Bruce McClain, who was born and educated in Wisconsin, later moving to St. Peter, Minnesota to become a professor of art at Gustavus Adolphus College. His aviation art is displayed in the Smithsonian Air & Space Museum, New York Whitney Museum of American Art, the offices of 3M, and elsewhere.

Also recognized during the event was Woody Minar of Osceola, Wisconsin. Minar was “Flight Instructor of the Year” in the Minneapolis Flight Standards District Office area and FAA Great Lakes Region in 2012. He was also



(L/R) 2013 MAHF inductee, David R. Konshok of Park Rapids, Minn.; 2002 inductee, Jeffery W. Hamiel, Executive Director of the Metropolitan Airports Commission; and Dr. Harvey Smith, guest.



(L/R) Curt Hills, guest; 2012 MAHF inductee and adventurer, Bryan Moon; and Ralph Stillman, guest.

the Minneapolis Flight Standards District Office and FAA Great Lakes Region FAAST Team Representative of the Year for 2013. In addition to being a flight instructor at L.O.

Simenstad Municipal Airport in Osceola, Wisconsin, Minar is a contributing editor to *Midwest Flyer Magazine* ([www.mnaviationhalloffame.org](http://www.mnaviationhalloffame.org)). □

## Geneva Oleson – First Woman Inducted Into North Dakota Aviation Hall of Fame

BISMARCK, ND – Geneva Schow Oleson of Stanton, N.D., became the first woman to be inducted into the North Dakota Aviation Hall of Fame at ceremonies held in March 2013.


Oleson was born on Dec. 28, 1924, near Regent. She considered becoming a flight nurse, but decided instead to take flying lessons at Sax Aviation in Dickinson. Oleson's father, Martin Schow, taught her how to fly. She earned her private pilot certificate in 1945.



In 1946, Oleson managed a private airport with her father at his ranch, helped manage Charlie Wyman's Mott Airport, and established the first aviation publication in North Dakota – *Dakota Flyer* – which she published until she married Todd Oleson in 1948 and moved to Lemmon, S.D.

The Olesons moved to Dickinson in 1961 and purchased Dickinson Air Service. Todd Oleson was killed a year later while crop dusting, and Geneva sold the business in 1964. Oleson passed away in 1977.

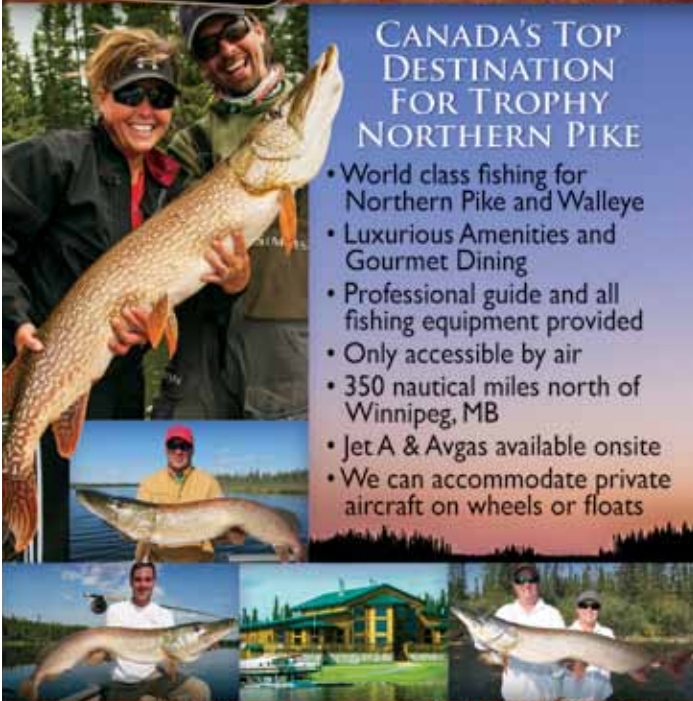
The North Dakota Aviation Hall of Fame was founded in 1997 and has since inducted 37 people. A display of inductees is located on the ground floor at Bismarck Municipal Airport ([www.ndac.aero/fame.htm](http://www.ndac.aero/fame.htm)). □



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### Ruth Dodge-Ducharme Named Wisconsin Flying Farmers VIP Of The Year

BARABOO, WIS. – The Wisconsin Flying Farmers has named Ruth Dodge-Ducharme of Darien, Wisconsin, “VIP of the Year” for 55 years of dedicated service to the organization. The award was presented at the organization’s annual convention, April 21-23, 2013, in Baraboo, Wis. Dodge-Ducharme has been the organization’s newsletter editor for the past 27 years. Presenting the award was Wisconsin Flying Farmer President Phil Peterson of Oregon, Wisconsin.

The convention featured a presentation by historian Verlyn Mueller on the past and future of the Badger Army Ammunition Plant in



Baraboo, and tours of the Circus World Museum, National Crane Foundation, Sysco Foods, and Baraboo/Dells Airport.

Membership in the Wisconsin Flying Farmers is open to any pilot who supports agriculture and enjoys traveling and sightseeing. For additional information email Phil Peterson at [pcpete83@frontier.com](mailto:pcpete83@frontier.com) or visit <http://internationalflyingfarmers.org/> □

Wisconsin Flying Farmer President Phil Peterson presents Ruth Dodge-Ducharme of Darien, Wis., with the “WFF VIP of the Year Award.”

### Michigan & Illinois Students Awarded National Scholarships

WASHINGTON, D.C. - The General Aviation Manufacturers Association (GAMA) has awarded scholarships to two students in the Midwest who have excelled in or are pursuing aviation studies.

Nicholas Funkhouser of Jackson High School in Jackson, Michigan, has received the Edward W. Stimpson “Aviation

Excellence” Award of \$1,000.00.

Funkhouser, who will attend Western Michigan University in the fall, has his Private Pilot Certificate and works at Napoleon Airport on runway maintenance and grounds keeping. An Eagle Scout and a member of the National Honor Society, he hopes to become a captain for a major airliner. Funkhouser was praised in a recommendation letter as “a model of excellence.”

Ed Stimpson was a founder of GAMA and served as its president from 1970 to 1990, and from 1992 to 1996.

Kayan Todiwalla, a sophomore at Lewis University in Romeoville, Illinois, majoring in both aviation flight management and aviation administration, was awarded the

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Dr. Harold S. Wood Award for Excellence, also in the amount of \$1,000.00. Todiwalla received the scholarship at the National Intercollegiate Flying Association Safety and Flight Evaluation Conference (SAFECON) 2013 at Ohio State University Airport in Columbus, Ohio. Todiwalla is co-captain of the university's flight team and holds his Private Pilot Certificate. He developed a safety reporting system for Lewis University's flight department that allows students and instructors to fill out a "report sheet" after any safety incident.

That information is then used in a newsletter outlining safety problems at the university and providing tips on everyday flying.

The General Aviation Manufacturers Association (GAMA) represents the interest of general aviation manufacturers and the general aviation community. Former USAF F-15 fighter pilot and administrator, Pete Bunce of Milwaukee, Wisconsin, is president (<http://www.gama.aero/>). □

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## Midwest Students Compete & Win In International Art Contest



Sky Waters of Eagan, Minnesota, featured a "hang glider" in his aviation art that received the FAI Silver Medal in the intermediate category (ages 10-13). Only two American students placed in the international competition.

WASHINGTON, D.C – The NASAO Center for Aviation Research & Education has announced that two U.S. students are among the nine winners of the 2013 International Art Contest for young people sanctioned by the National Aeronautic Association (NAA) and the Federation Aeronautique Internationale (FAI) and managed by the National Association of State Aviation Officials (NASAO) Center. The art contest is designed to motivate and encourage young people of FAI member nations to become familiar with and participate in aeronautics, engineering, and science. The winners were chosen during FAI's April meeting in Switzerland.

Sky Waters of Eagan, Minnesota, and Chelsey Wen of Texas, were the two American winners. Waters received the FAI Silver Medal in the Intermediate category (Ages 10-13). Wen received the FAI Bronze Medal in the Intermediate category (Ages 10-13).

Competition was intense, with 100 paintings received from 14 FAI-member countries (Australia, China, Czech Republic, France, India, Japan, Poland, Romania, Russia, Serbia, Switzerland, Turkey, Ukraine, USA.)

More than 5,000 students from 28 states submitted their artwork for the U.S. National competition.

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A man in a blue shirt and tie is standing next to a white aircraft, leaning against it. He is smiling at the camera.

## EAA Chapter 640 Donates \$10,000 For New Scholarship

OSHKOSH, WIS. – EAA Chapter 640 of Wausau, Wis., has donated \$10,000 to the Wisconsin Aviation Hall of Fame to establish a new scholarship fund for aviation/aerospace students from Wisconsin.

The fund will be established at the Community Foundation of North Central Wisconsin, Wausau, to endow a named scholarship. Successful applicants for the new scholarship will be Wisconsin residents who are aviation/aerospace majors at U.S. technical schools, colleges, or universities with strong academic performance, civic involvement, and extracurricular activities.

The EAA chapter's donation is a result of an estate gift left to the chapter by Bob Payzer, a Wausau native and friend of the chapter who passed away in 2010. The chapter also donated \$10,000 to the Archie Towle Aviation Endowment Fund, established in 1998 to award up to \$3,000 to students living within a 50-mile radius of Wausau, who demonstrate financial need, ability, and a desire to pursue a career in the field of aviation.

The Wisconsin Aviation Hall of Fame, established in 1985, currently awards three scholarships: the Carl Guell Memorial (\$1000) created in 2002, the Jerome Thiessen



Members of EAA Chapter 640 of Wausau, Wisconsin, with representatives of the Wisconsin Aviation Hall of Fame.

*Photo Courtesy of WAHF*

Scholarship (\$500) that began in 2005, and the Jerome Ripp Memorial, a \$500 award established in 2007.

The Wisconsin Aviation Hall of Fame has expanded its scholarship program to include Wisconsin students enrolled in aviation/aerospace courses at colleges and universities located outside the state. The deadline for 2013 scholarship applications was April 15. All scholarship documents and online application materials are available on the foundation's website at: [www.cfoncw.org/grants/scholarships.cfm](http://www.cfoncw.org/grants/scholarships.cfm).

WAHF has awarded \$18,000 in scholarship funds since the launch of its program in 2002. □

## Midwest Flyer Magazine Contributing Editors Participate In FFAST Team Seminar



(L/R) Michael Kaufman, Wesley Hakari of the Milwaukee Flight Standards District Office, and Ed Leineweber.

OSHKOSH, WIS. – *Midwest Flyer Magazine* contributing editors, Ed Leineweber and Michael Kaufman were among presenters at the FFAST Team pilot safety seminar held at the FAA Aviation Center, April 27, 2013 at Wittman Regional Airport, Oshkosh, Wis. Both Leineweber and Kaufman



Ed Leineweber leads a panel discussion on the topic of "Loss of Control."

are Certified Instrument Flight Instructors (CFII). The topics covered were "Human Error" and "Loss-of-Control." Leineweber heads up the magazine's "Grassroots, Recreational Flying" column, and Kaufman, the "Instrument Flight" column. □

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## Fargo Jet Center Honored

FARGO, N.D. – Fargo Jet Center (FJC) has received the Federal Aviation Administration's (FAA) Certificate of Excellence Diamond Award and 21 of its technicians have received Aviation Maintenance Technicians (AMT) awards. Jeff Boe, from the FAA Flight Standards District Office, presented the Certificate of Excellence Diamond Award to Fargo Jet Center President Jim Sweeney and Director of Maintenance Mike Clancy at the Upper Midwest Symposium held in March. AMT awards were presented to the company's maintenance technicians in April recognizing their personal achievements in aviation maintenance training.



Fargo Jet Center maintenance technicians received individual AMT awards.

## Construction of Kestrel Aircraft Plant Delayed

SUPERIOR, WIS. – Construction of the Kestrel Aircraft manufacturing plant at Richard I. Bong Airport in Superior, Wisconsin, has been delayed due to a delay in receiving financial incentives promised by the State of Wisconsin. Both the City of Superior and Douglas County have come through on their share of the \$40 million package. The entire Kestrel project is expected to cost \$190 million. Ground breaking on

the plant is now expected in late 2013 or early 2014.

The financial package was key in bringing Kestrel CEO Alan Klapmeier back to Wisconsin to build the new plane, where he started Cirrus Aircraft with his brother, Dale, in 1984. Cirrus has since moved to Duluth, Minnesota, and is now owned by the Government of the People's Republic of China. The Kestrel K-350 is a single-engine, composite-constructed turboprop aircraft yet to be certified.



## Mead & Hunt Hires Pollutant Discharge System Expert

MADISON, WIS. – Dr. Dean Mericas has joined Mead & Hunt's aviation team. Mericas brings national technical leadership in environmental compliance at airports. With nearly 35 years working in the water quality and aquatic resources disciplines, and more than 20 years of experience in the aviation industry, he is a leading expert in managing the

environmental impacts of airport deicing runoff and storm water, and the negotiation of National Pollutant Discharge Elimination System (NPDES) permits for airports. In addition to his deicing and storm water experience, Mericas has directed comprehensive environmental compliance support programs at large and mid-sized hub airports that included air quality, groundwater, solid waste management and sustainability services.

For additional information or assistance, contact Dean Mericas at [dean.mericas@meadhunt.com](mailto:dean.mericas@meadhunt.com) or 512-750-2271.



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## **Business Aviation Veterans Acquire Kansas Aircraft Corporation**

NEW CENTURY, KAN. – Business aviation veterans Tim and Dianne White have acquired Kansas Aircraft Corporation, an aviation sales and consulting firm headquartered at the New Century Air Center (IXD) in the Kansas City area. Kansas Aircraft Corporation was founded in 1990 by Michele Stauffer, who will remain active in the business following the acquisition.

With the new ownership, the company will continue to focus on new Cessna single-engine, high-end piston, heavy twin, and turboprop aircraft sales. In addition, it will offer the expertise, insight and market knowledge for owner-pilots and operators of business jets.

Kansas Aircraft Corporation sales and support staff will continue under the new ownership, making the transition virtually invisible to customers. Michele Stauffer, as well as long-time sales executives Amy Heaven, Conrad Jones, Terry Blake and Steve Wilson, will continue to provide sales expertise and counsel. The company will remain at the New Century Air Center (IXD) in the Kansas City area.

Tim White comes to Kansas Aircraft Corporation with OEM knowledge and perspective after a successful sales leadership career at Cessna Aircraft. He most recently served as Sr. Vice President, Sales for the Americas. As an officer and senior leader of the company, he oversaw the sales of Citation, Caravan and single-engine aircraft for North, Central and South America. In 2012, Tim White joined Bombardier Aerospace in a sales leadership role for the Global, Challenger and Learjet product lines, providing him experience in the heavy jet market sector. He is a multi-engine, instrument-



(L/R) Dianne White, President, and Tim White, CEO – owners of Kansas Aircraft Corporation with company founder, Michele Stauffer.

rated pilot, and holds a Citation 525 type rating.

Dianne White brings a wealth of general aviation knowledge and experience following a 14-year career as Editor in Chief of Twin & Turbine Magazine, the first and only monthly publication devoted to the owner-pilots of heavy twins and turbine aircraft. In addition, she held editor roles at a number of other aviation magazines, including CJ Magazine, Cirrus Pilot, King Air Magazine, and the International Comanche Society. She also served as Vice President of Corporate Communications at Cessna Aircraft Company. Dianne White is a multi-engine, instrument-rated pilot ([www.kansasaircraft.com](http://www.kansasaircraft.com)). □

## **Pelton Named To IMC Board**

NORWOOD, MASS. – The IMC Club has named Jack Pelton, former CEO of Cessna Aircraft Company, and the current Chairman of the Experimental Aircraft Association, to its board of directors. This



appointment follows the addition of flight school owner and air show performer, Mike Goulian, and Joe Brown, President of Hartzel Propellers, to its board.

IMC Club, through its nationwide chapters, provides organized “hangar flying” focused on building proficiency in instrument flying (<http://www.imcclubs.org/>). □

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## EAA Welcomes Back CAF's Ghost Squadron B-29 & B-24

OSHKOSH, WIS. – Two of World War II's most iconic aircraft, the Boeing B-29 Superfortress and the Consolidated B-24 Liberator, will be back at EAA AirVenture Oshkosh in 2013 as part of the Commemorative Air Force's "Ghost Squadron." The airplanes will be among the two most noteworthy of the hundreds of warbird aircraft at Oshkosh in 2013, as they will participate in AirVenture air shows during the week. In addition, the B-29 will be available for flights during AirVenture week, based at Outagamie County Regional Airport in Appleton (20 miles north).

The Boeing B-29 FIFI operated by the CAF is the only one still flying in the world. It was discovered at a Navy weapons center near China Lake, Calif., in 1971 and brought to Texas. It was first flown at air shows in 1974 and has been continually restored and upgraded, most recently this past winter with the replacement of one of the Curtiss-



CAF's B-29 "FIFI" makes a low pass at EAA AirVenture 2012.

Wright 3350 engines. The airplane was christened "FIFI" in 1974 in honor of the wife of Col. Victor N. Agather, who had been on the wartime development team for the aircraft.

The Consolidated B-24 "Diamond Lil" came to the CAF in 1969 after a long history of military and civilian service since the bomber was built in 1941. It was originally restored in the

colors of the 98th Bomb Group of the 9th Air Force. In 2006, a major restoration project renewed the aircraft's original B-24A bomber configuration.

Advance EAA AirVenture tickets at discounted rates, along with camping, parking, flight experiences, and merchandise are available at [www.airventure.org/tickets](http://www.airventure.org/tickets).

EAA AirVenture Oshkosh is "The World's Greatest Aviation Celebration" and EAA's yearly membership convention. Additional EAA AirVenture information, including advance ticket and camping purchases, is available online at [www.airventure.org](http://www.airventure.org). EAA members receive the lowest prices on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit [www.eaa.org](http://www.eaa.org). Immediate news is available at [www.twitter.com/EAAupdate](http://www.twitter.com/EAAupdate).

EAA Photo / Jim Koepnick

## Airport Management Acts Fast To Save Loon Despite Seminar Lessons

EAGLE RIVER, WIS. – One day in May 2013, Eagle River Union Airport manager, Rob Hom, was attending a seminar at the Wisconsin Aviation Conference in Middleton, Wis., to learn how best to keep wildlife away from his airport. The following day he rescued a Loon that mistaken the wet blacktop ramp at his airport for a lake, and came to a crashing halt on landing.

"Unfortunately, one of the (two) Loons injured its legs," said Hom. "Although wet, the surface of the ramp was still fairly abrasive. Can you say rug burn? Ouch!"

The other Loon was able to take off and fly to open water. With the assistance of Wisconsin DNR Wildlife Biologist Michelle Wood, Hom and Wood were able to easily capture the injured Loon and assess its injuries.

The seminar Hom attended at the conference was called "No Welcome Mats For Wildlife At Your Airport." □



A Loon was injured when it mistaken the wet ramp for a lake.



Healed and back home with a friend.

Rob Hom

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# Island Hopping In Northeast Wisconsin



Washington Island Airport (2P2)

*Photo by Peggy Weiman*

*by Dave Weiman*

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Evelyn and Walt Nehlsen

*Photo by Dave Weiman*

blue waters of Lake Michigan to the east of the peninsula, and Green Bay to the west; hilly topography with rock outcroppings; and beautiful, green deciduous and pine forests.

Activities include water sports, bicycling miles of trails, golfing, fine and casual dining, a drive-in theatre and live Broadway-quality theatres, boat cruises, ferry rides between the various islands, lighthouse tours and historical museums, caves, quality art and antique shops, and wonderful scenery.

There are two airports in the area – Washington Island Airport (2P2), Ephraim-Gibraltar Airport (3D2), Ephraim-Fish Creek, Wisconsin.

**Washington Island Airport (2P2)** was established in 1935. There are two turf runways: Rwy 14/32, 2230 X 150 feet, and Rwy 04/22, 1300 X 125 feet. Walt Nehlsen is the airport manager. He can be reached at 920-847-2448, 920-847-2147, or 920-847-2522.

Walt wasn't always from Washington Island, but vacationed there once, bought a home, and he and his wife, Evelyn, have lived there since. Walt is a member of the Washington Island Flying Club and flies a 1964 Cessna 172 when he is not managing the airport,

milling timber, or fixing up one of his antique John Deere tractors.

The first aviator on Washington Island was Claude C. Cornell, son of veteran fisherman John W. Cornell of the fishing company J.W. Cornell & Sons. Cornell owned a cabin-class Stinson, powered by a 125 hp Kinner engine. Cornell received his flight training from Walter Arntzen of U.P. Air Associates of Escanaba, Michigan in 1933.

The French named the treacherous waters separating Washington Island from the Door County Peninsula, "Portes des Morts" or Door of Death. This is where Door County gets its name.

One day a group of 350 Pottawatomie Indians tried canoeing between the Door County Peninsula and Washington Island and drowned in the process. Today, you can fly to Washington Island, or cross Death's Door in a ferry.

Upon your arrival to Washington Island, you can rent bikes or bring your own "folding bicycles."

**Montague USA** is the name to remember in folding bikes. Check out their website for various models. The "Navigator" is best for longer distance biking on paved roads, and the "Paratrooper" is the mountain bike of choice. If you buy folding bikes, we highly recommend also buying "carrying cases" to use when transporting them in your aircraft. Two bikes will fit nicely with two people in most four-place aircraft ([www.montaguebikes.com](http://www.montaguebikes.com)).

Bicycles can be rented at **Island Rides Bicycles**. Call Cory Anders at 920-847-2126 ahead of time with your ETA and he will deliver bikes to the airport. He will take the time to make sure the bikes are adjusted for your height and built. Then, when you are finished using the bikes, let Cory know and he will come back to the airport and pick them up. *Now that's service!*

If biking is not to your liking, call ahead and board the **Cherry Train** for a narrated tour of the island at 920-847-2546 ([www.cherrytraintours.com](http://www.cherrytraintours.com)). A



Biking is a great way to get around on Washington Island.

Photo by Dave Weiman

van, courtesy of the Washington Island Lions Club, is also available on a first-come, first-serve basis.

However you choose to get around the island, we suggest that you first request or download a map at <http://washingtonisland-wi.com/island-map/>

Washington Island is known for its annual "fish boil." The 60th Annual Washington Island Fish Boil will be held Saturday, July 20, 2013 (rain date is the 21st). The Washington Island Lions Club sponsors the event. Static displays are featured. For more information call 920-847-2448.

Washington Island is Wisconsin's largest island (36 square miles) and dubbed "The Crown Jewel" of Door County. The island is located north of the tension line (the line marking the

halfway point between the Equator and the North Pole). Founded in 1850, the island became home to immigrants who established the second oldest Icelandic settlement in the U.S.).

Sites on Washington Island include **The Art & Nature Center**, featuring a working beehive, bird calling station, exhibits, and artifacts in a circa 1904 school house building. The **Farm Museum** showcases life on a Washington Island farm in the 1880s, including original buildings moved to the museum site from island locations, and old-time agricultural implements. The **Stavkirke** is a church built by island craftsmen who incorporated shipbuilding techniques and ancient Norse tradition. The structure lives and breathes like a Viking ship.

**Schoolhouse Beach** has the distinction of being one of only five beaches in the world with all white limestone "polished" rocks, and is part of the Niagara Escarpment. Schoolhouse Beach is a protected harbor area and the island's original shipping port. The swimming is excellent if you don't mind cold water, and the beach is marked and features a diving raft.

**Red Barn Park/Gislason Public Beach** has a playground, picnic area, grills, trails, and benches. The Red Barn offers summer events: Thurs. 7:00 pm – Family Storytime; Fri. – Live Entertainment! Local and visiting artists perform original music and theatrical events. **Sand Dunes Beach** allows



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## DESTINATIONS



Ephraim-Gibraltar Airport (3D2), Ephraim-Fish Creek, Wisconsin  
*Photo by Dave Weiman*



Ephraim, Wisconsin  
*Photo by Dave Weiman*

picnic lunches, but no campfires.

Trail riding with hypoallergenic Icelandic horses is available at **Field Wood Farm**, or walk with butterflies and moths in the gardens of the **Butterfly House**.

Websites to visit include <http://washingtonisland-wi.com/> and [www.VisitWashingtonIsland.com](http://www.VisitWashingtonIsland.com). There, you will find plenty of information on restaurants and accommodations.

**Rock Island State Park** is across the bay from Washington Island. To get there, you need to board a ferry at Jackson Harbor for a short 15-minute ride to Rock Island. From there you can take a walking tour of this primitive 912-acre pedestrian-only island featuring the **Pottawatomie Lighthouse** (Wisconsin's oldest lighthouse); and stone buildings built by a wealthy inventor who owned the island between 1910-45. You can hike 10 miles of trails, a one-mile interpretive trail, and 5,000 feet of beach ([www.dnr.state.wi.us/org/land/parks/specific/rockisland/index.html](http://www.dnr.state.wi.us/org/land/parks/specific/rockisland/index.html)).

Once you have experienced Washington Island and Rock Island State Park, fly over to the mainland to **Ephraim-Gibraltar Airport** (3D2) and top off your tanks at the self-service fuel system.

Ephraim-Gibraltar has two runways: Rwy 14/32, 2700 X 60 feet (paved), and Rwy 01/19, 2345 X 80 feet (turf). Tie-downs are \$10.00 per night, restrooms are open 24/7, and bicycles are available for use free of charge. For additional information or assistance with ground transportation, call 920-854-9711 ([www.friendsofephraimgibraltarairport.com](http://www.friendsofephraimgibraltarairport.com)).

### Accommodations

There are lots of great places to stay in Ephraim, from hotels and lodges, to bed and breakfasts. One place we have stayed is the **Lodgings At Pioneer Lane** in Ephraim ([www.lodgingsatpioneerlane.com](http://www.lodgingsatpioneerlane.com)). Owner Hugh Muliken is a pilot

and aircraft owner. Hugh's wife, Alicia, is his business partner.

Rooms are spacious, each uniquely decorated to capture the ambiance of a northwoods cabin, a cozy cottage, or an airy Swedish villa. All rooms feature a comfortable king-sized bed; a modern bath; and flat screen cable TV and WIFI. Special features in some rooms are kitchenettes, separate bedrooms, fireplaces, and balconies.

The Lodgings has two bicycles available on a first-come, first-serve basis. Accommodations begin at \$90.00 per night, and it is open year-round. For rates and reservations call 800-588-3565 or 920-854-7656 ([lodgingsatpioneerlane@gmail.com](mailto:lodgingsatpioneerlane@gmail.com)).

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

For additional information on  
Ephraim, Wisconsin,  
visit [www.ephraim-wisconsin.com](http://www.ephraim-wisconsin.com).

For additional information on the  
Door County Peninsula,  
visit [www.doorcounty.com](http://www.doorcounty.com),

or read more at the  
*Midwest Flyer Magazine*  
website: <http://www.midwestflyer.com/?p=2616>.

# Mackinac Island & The Grand Hotel



Grand Hotel

Photo by Dave Weiman

by Dave Weiman

**W**hen we started *Midwest Flyer Magazine*, one of the first travel articles we ever did was on "Mackinac Island." Known for its fudge shops and ferry boat

rides from the mainland, we made it a one-day trip the first time with friends in a V-tail Bonanza, which was doable, but hardly worth a six-hour round trip from Madison, Wisconsin. Over the years, we returned to the island many times. We have many fond memories there with our children.

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Mackinac Island  
Photo by Dave Weiman



On approach to Rwy 26 at Mackinac Island Airport (KMCD).  
Photo by Peggy Weiman

The State of Michigan has made the airport on Mackinac Island (KMCD) one of pride and joy for tourism, wealthy residents of the state, and its governor, who enjoys a summer home there.

When you land on Mackinac Island, park the plane, and walk into the quaint terminal building to pay the daily tie-down fee, the park ranger will call for a horse-drawn taxi to your destination. From that moment on, you step back in time. Our destination on this trip was the “Grand Hotel.”

### Mackinac Island

Mackinac (MACK-in-awe) became one of your nation’s favored summer resort destinations during the victorian era. Vacationers arrived in large lake excursion boats from Buffalo, Cleveland, Chicago and Detroit seeking the cooler weather on the island. They danced to Strauss’ waltzes, listened to Sousa’s stirring marches, dined on whitefish and strolled along the broad decks. To accommodate overnight guests, boat and railroad companies financed the building of the Grand Hotel.

One of the most noticeable differences on Mackinac Island (which is accessible only by boat and plane) is the absence of automobiles. Visitors and residents travel by foot, bicycle or horse-drawn carriage. There are only 600 year-round residents, and if you fly there before the ice leaves Lake Michigan as I did one year, everyone knows there is a stranger in town.

During the summer, there are more than 500 horses. To learn more about Mackinac Island, visit [www.MackinacIsland.org](http://www.MackinacIsland.org).

### The Grand Hotel

If you like history and have a sense of imagination, you will like Mackinac Island, its forts, cemeteries and the Grand Hotel.

Most interesting was a one-hour presentation by Grand

Hotel resident historian, Bob Tagatz.

Mackinac Island became a summer getaway beginning in 1886, but accommodations were limited. The Michigan Central Railroad, Grand Rapids and Indiana Railroad, and Detroit and Cleveland Steamship Navigation Company formed the Mackinac Island Hotel Company. Land upon which the Grand Hotel would stand was purchased, and construction of the hotel began. Just one year later in 1887, the Grand Hotel opened. Room rates then were \$3 to \$5 a night.

In the 1890s, the front porch of the Grand Hotel, said to be the longest in the world, became the principal meeting place for all of Mackinac Island, as well as a promenade for the elderly and a “flirtation walk” for island romantics. Grand Hotel Manager James “The Comet” Hayes invited an agent of Edison Phonograph to conduct regular demonstrations of the new invention.

In 1895, Mark Twain gave a lecture in the Grand Hotel Casino. Admission: \$1.

In 1897, the West Wing was added to the hotel, and by the turn of the century, the automobile found its way onto the island until the 1930s when an island-wide ban on any motorized vehicle was put into place.

In 1919, W. Stewart Woodfill was hired as a desk clerk, and later purchased and became the sole owner of the hotel.

In 1947, Mackinac Island and the Grand Hotel was the site of the film “*This Time For Keeps*,” starring Jimmy Durante and Esther Williams. The outdoor pool was built especially for Ms. Williams, and the room she stayed in is named in her honor.

The Grand Hotel was also featured in the motion picture “*Somewhere In Time*” in 1980, starring Christopher Reeve, Jane Seymour, and Christopher Plummer. Many of the indoor scenes were also filmed on the island in the studios at Mission Point Resort. I remember vividly when Reeve – a pilot himself – flew to Mackinac Island that year.



Sugar Loaf Rock is a breccia mass that rises 75 feet above the ground and is the largest of Mackinac Island's many limestone stacks. Centuries ago a huge lake that geologists call Lake Algonquin covered all but the center of Mackinac Island. Sugar Loaf was then a small, eroding island cut off from the surrounding land area. When the water receded, the stack was left standing as a tower of rock.

*Photo by Dave Weiman*



The harbor at Mackinac Island.

*Photo by Dave Weiman*

In 1951, R.D. (Dan) Musser joined the hotel staff and in 1960, W. Stewart Woodfill appointed Musser president. The Mussers purchased the Grand Hotel in 1979.

In 1957, the Michigan Historical Association selected the Grand Hotel as a state historical building.

R.D. (Dan) Musser III was named president of the Grand Hotel in 1989, the East Wing was added, and the U.S. Department of Interior designated the hotel a national historic landmark.

In 1998, five new rooms were named in honor of former First Ladies Lady Bird Johnson, Betty Ford, Rosalynn Carter, Nancy Reagan, and Barbara Bush. In 2002, the Jacqueline Kennedy Suite was added.

Construction began on the Millennium Wing in 2000 – a 200-seat addition to the main dining room and 42 new guest rooms. The Grand Hotel is the ultimate place to go for the \$100.00 hamburger, but food prices are much more reasonably priced than that.

While many of the original timbers used to build the foundation of the hotel are still in use, the Grand Hotel has made numerous improvements since then and was certified as a Green Lodging Michigan Leader by the Michigan Department of Energy, Labor & Economic Growth in 2009.

Like most vacation destinations, don't go to Mackinac Island unless you are willing to spend some money, but even the Grand Hotel offers special packages, and depending on the time of the year you visit, there are deals to be had.

We were pleased to learn that the Grand Hotel has a Cessna 421C, operated by North Country Aviation in Gaylord, Michigan, which it uses to transport guests from anywhere in the country to Mackinac Island.

In 2012, the Grand Hotel celebrated its 125th anniversary.

For additional information and reservations, refer to their website at [www.grandhotel.com](http://www.grandhotel.com) or call 906-847-3331.

**EDITOR'S NOTE:** 100LL and Jet A are available across the bay at Mackinac County Airport (83D) in St. Ignace, Michigan.

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# WATA *Difference*

## WISCONSIN AVIATION TRADES ASSOCIATION

### Eagle Fuel Cells Named Wisconsin Aviation Business of the Year

MIDDLETON, WIS. – The Wisconsin Aviation Trades Association named Eagle Fuel Cells of Eagle River, Wisconsin, “*Wisconsin Aviation Business of the Year*” for 2013. The award was presented to company owner and general manager, Kurt Hartwig, at ceremonies held during the Wisconsin Aviation Conference in Middleton, Wisconsin, April 30, 2013.

Eagle Fuel Cells is known throughout the world for



(L/R) Kurt Hartwig, owner and general manager of Eagle Fuel Cells, Eagle River, Wis., accepts the “Aviation Business of the Year Award” for 2013 from David Mann, President of the Wisconsin Aviation Trades Association (WATA).  
Photo by Dave Weiman

manufacturing and overhauling bladder fuel cells – the pliable fuel tanks in aircraft and race cars. Eagle Fuel Cells has over 50 years of experience and has manufactured tens of thousands of bladder fuel cells of all types and varieties.

In accepting the award, Hartwig recognized his parents, Carl and Nancy Hartwig, who founded the company in 1962. The Hartwigs emphasized solid work ethics throughout their careers and in raising their children.

“This award represents hard work and doing things right,” said Kurt Hartwig. “As I travel across the country, I am very proud of being from Wisconsin, Eagle River and proud of everyone who works hard to make aviation great in our state.” Hartwig also served on the Eagle River Union Airport Commission for 11 years.

Hartwig’s brother, Mark Hartwig, is involved in sales in the company, and Hartwig’s partner, Jim Baxter, directs manufacturing.

Eagle Fuel Cells is located in two buildings on and near the Eagle River Union Airport ([www.eaglefuelcells.com](http://www.eaglefuelcells.com)).

Aviation business owners, airport managers, airport commission members, and state and federal aviation officials attended the Wisconsin Aviation Conference, which is held annually to address common concerns.

The Wisconsin Aviation Trades Association (WATA) was founded in 1946 and represents aviation businesses throughout the state of Wisconsin. □

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# Changes In FAA Medical Policy

WASHINGTON, D.C. – The FAA posted changes on April 9 to the “Guide For Aviation Medical Examiners” that will streamline the medical certification process for pilots with certain medical conditions that previously required special issuance authorizations.

A new program, known as “Conditions the AME Can Issue” (CACI), resulted in medical certification changes for pilots with arthritis, asthma, glaucoma, hepatitis C, hypertension, hypothyroidism, migraine and chronic headaches, pre-diabetes (metabolic syndrome, impaired fasting glucose, insulin resistance, glucose elevation/intolerance), and renal cancer. These conditions previously

required an initial FAA special issuance authorization before an AME could issue a medical certificate. Under the new policy, the AME is authorized to issue a normal duration medical certificate at the time of examination if the applicant provides adequate documentation showing good control of the condition. A specification worksheet for each of the conditions will include the medical documentation required to satisfy the AME and the FAA that the condition is stable.

AOPA has for many years supported the philosophy that AMEs should be granted broader authority to issue medical certificates to their airmen. That advocacy resulted in the “AME-Assisted Special Issuance” (AASI)

program that the FAA adopted years ago as the predecessor to the CACI program, and allowed the AME to issue subsequent medical certificates under special issuance authorizations following initial approval from the FAA. The CACI program is the next iteration in that process of reducing the up-front oversight of airman medical certification.

This program follows another recent change to FAA policy regarding certain cardiac conditions. Just recently, the FAA announced that the recovery and stabilization period after coronary artery stenting was reduced from six (6) months to three (3) months, another positive step toward getting pilots back in the air sooner after successful treatment for serious medical conditions (AOPA). □

## Ask Pete!

by Pete Schoeninger

**Q:** What do you see of the current used airplane market?

**A:** Used airplane values took a dive after the world events of 9/11, and again when the recession hit about 4 years ago. Overall I think values have been roughly flat at best since then. Today, there seems to be a few less airplanes for sale than a few years ago, but there are also fewer financially qualified buyers. Some airplanes are advertised for months, and even years, at prices that are no longer realistic. Overall, the market seems a little more active for late model airplanes than for older ones. There are some real bargains (relatively speaking) out there in older airplanes, with some selling for not much more than the cost of overhauling the engine. Recently, I sold a nice old Cherokee 140 with a low-time engine for a little under \$25,000. That is about 1/10th the cost of a new airplane with similar performance. The cost to overhaul and install the engine would nearly equal the cost of the whole airplane!



**Q:** My insurance company wants 5 hours of dual in any new airplane I buy, such as an old Bonanza or 172. Isn't that overkill? I mean I've got 300 hours in late model Skyhawks, and a few hours in a Cirrus?

**A:** You picked two good reasons to get some dual. Did you know that in old 172s, there may be a specific fuel requirement to switch to single tanks above 5,000 feet, and if you don't, it's possible to have an engine conk out? With the very old Bonanzas, you have small tanks, and more fuel is drawn to the engine than is used, and several gallons an hour is returned to the left main tank. A CFI with experience in the aircraft could give you lots more

details, but both situations have put airplanes in cornfields, so to speak.

**Q:** A friend said I had to go to the FSDO office and get some paperwork for my airplane before I could loan it to a friend who flies skydivers. Is that true?

**A:** Not always. If you look in your pilot operating handbook (POH), a few airplanes have information and give permission on being used as a parachute platform. But most don't, so if you don't find proper info in the POH, make a trip to your local FSDO, and call ahead to make sure someone will be there who can help you.

Email your questions to  
[Pete@Flymilwaukee.com](mailto:Pete@Flymilwaukee.com) □

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# Aeronautics Report

Wisconsin Bureau of Aeronautics  
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## Transition From Towered To Non-Towered Airports

by Hal Davis

Airport Compliance Manager

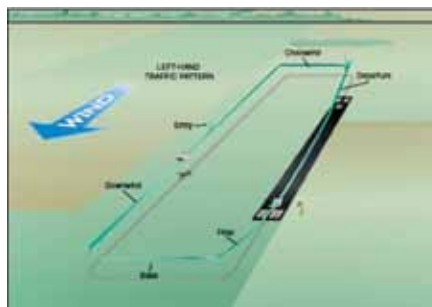
**A**s I write this article, federal sequestration is set to discontinue funding at eight (8) Wisconsin air traffic control towers on June 15, 2013. Whether that happens is anyone's



Hal Davis

guess. Barring any congressional or legal action, the towers that will cease operation include: Central Wisconsin Airport (CWA), Chippewa Valley Regional Airport (EAU), Kenosha Regional Airport (ENW), La Crosse Municipal Airport (LSE), Southern Wisconsin Regional Airport (JVL), Timmerman Airport (MWC), Waukesha County Airport (UES), and Wittman Regional Airport (OSH). As a result, these airports will transition from towered to non-towered airports.

For many pilots a transition from towered to non-towered airports will be seamless; however, it is important to remind ourselves of proper traffic pattern operations. Remember, uncontrolled airspace doesn't mean "out of control," nor does it give a pilot permission to fly whatever traffic pattern desired. Good traffic pattern etiquette is essential to safe flying. A majority of midair collisions occur in the traffic pattern. Flying the published traffic pattern in a predictable manner provides for a safer airport environment, with the added benefit of establishing consistent, stabilized approaches.



Traffic Pattern

The *Aeronautical Information Manual* (AIM) Chapter 4-3 lays out very specific procedures for entering non-towered airport patterns. If you ignore them and cause an accident, the FAA may charge you with careless and reckless operation. So, in a way, the recommendations and suggestions in the AIM are covered under the Federal Aviation Regulations.

AIM keys to traffic pattern operations:

- Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude (1,000 feet AGL is recommended, unless established otherwise).
- Maintain pattern altitude until abeam approach end of the landing runway on downwind leg.
- Complete turn to final at least 1/4 mile from the runway.
- If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude.
- If departing the traffic pattern, continue straight out, or exit with a 45-degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after

reaching pattern altitude.

- Do not overshoot final or continue on a track, which will penetrate the final approach of the parallel runway.
- Do not continue on a track, which will penetrate the departure path of the parallel runway.

Be sure to check if the airport has right traffic in the Airport/Facility Directory (AFD). The AFD lists "Rgt tfc" at the end of the runway data notation. Of the Wisconsin airports set to lose their air traffic control towers, Kenosha Regional Airport is the only airport with right traffic patterns. Runways 7R and 25R both have right traffic at Kenosha.

Traffic pattern entry, specifically straight-in approaches, can often be a controversial issue among pilots. Most pilots follow the convention that the 45-degree entry to the downwind is the most proper pattern entry. They feel this way for good reason as it creates an orderly flow of traffic around the airport. However, there are times a straight-in approach is warranted.

For example, instrument approaches, real or practice, are a legitimate use of a straight-in approach. Local VFR traffic should work with transient IFR and IFR practice traffic to allow a reasonable flow to the airport. Collisions between VFR and IFR operations funneling toward the same runway can be avoided if everyone is properly communicating.

Larger aircraft may also fly a straight-in approach for several legitimate reasons. They are typically operating on an IFR clearance and flying an instrument approach to the airport which sets them up for a long, straight-in final. This practice allows for

a stabilized approach, the hallmark of a safe approach and landing.

The best defense when large and small aircraft are operating near the same airport is to fly defensively, look outside, listen, and broadcast intelligently. Radios

are an essential piece of safety gear. Pilots of antique and classic aircraft understandably may not want to modify their aircraft, but the use of a handheld transceiver will increase the safety margin at busy airports.

Following procedures is an important element in peaceful and safe coexistence in the traffic pattern, but more important is the one unimpeachable rule of VFR flying: **Look for other aircraft, and avoid them!** □

## Airport Construction In Wisconsin

by Hal Davis

*Airport Compliance Manager*

**T**he old joke is that Wisconsin has two seasons, winter and construction! Aviators know that the construction season isn't limited to the highways. Every year, from thaw to freeze, Wisconsin airports are bustling with construction activity, and last year was no exception. In 2012, Wisconsin airports completed a wide range of projects that expanded and rehabilitated airport infrastructure. Airport development projects completed during the 2012 construction season included:

- 5 Runways
- 9 Taxiways
- 4 Aprons
- 6 Airport Roads
- 5 Buildings
- 3 Airfield Lighting
- 5 Automated Weather Stations
- 5 Snow Removal Equipment
- 13 Miscellaneous Projects
- 55 Total Projects

This construction season, expect to see even more projects at Wisconsin airports. Some notable projects include

the replacement of airfield lighting at Kenosha (ENW) and expansion of the general aviation apron at Outagamie County Regional Airport (ATW). Two airports, East Troy (57C) and Fort



Runway 11/29 project at Prairie du Chien, Wisconsin.

Atkinson (61C), are completing runway reconstruction projects this summer, while 12 additional airports are rehabilitating their runways by taking advantage of the Wisconsin Bureau of Aeronautics' "seal coat program." This year, terminal buildings at Monroe (EFT), Janesville (JVL), Mosinee (CWA), and La Crosse (LSE) will be remodeled or reconstructed. Seven airports are constructing or expanding airfield maintenance buildings, and six

are improving airport land for future hangar development. Rest assured, the list of 2013 Wisconsin airport project does not stop there.

Each airport construction project has the potential to impact normal airport activity. Be sure to contact your



local airport manager to find out if any projects are scheduled for your airport and as always, check NOTAMs before you go flying. For more information on past and future airport development projects, including the Wisconsin Bureau of Aeronautics' Five-Year Airport Improvement Program, visit the Wisconsin Bureau of Aeronautics' website at <http://www.dot.wisconsin.gov/modes/air.htm>, or call (608) 266-3351. □

## Meet Matt Malicki...

### Airport Development Engineer, WisDOT Bureau of Aeronautics

MADISON, WIS.  
– Matt Malicki joined the Wisconsin Department of Transportation's Bureau of Aeronautics in January 2006. As an airport development engineer, Malicki is responsible for managing projects



Matt Malicki

at eight airports around Wisconsin – the largest being Austin Straubel International Airport in Green Bay. His duties include helping the airports develop a realistic and achievable capital improvement plan; contracting with consultants for planning, design and construction engineering services; conducting plan reviews; and working as a liaison between local sponsors and state and federal agencies.

Malicki earned a bachelor's of science degree in 2004 from the University of Wisconsin – Madison with an emphasis in transportation engineering. He also attended the University of Hawaii at Manoa in 2005 for a semester, working toward a master's degree in coastal engineering.

Malicki is an "Engineer In Training," working toward his "Professional Engineer" title. He is originally from Waunakee, Wisconsin, and enjoys traveling, hiking and home remodeling. □



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

**Cassandra Isackson, Director**

**Dan McDowell, Editor**

Minnesota DOT Office of Aeronautics

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## Preparation For Summer Flying Activities

by Jay Hietpas

Assistant Director of Aeronautics

With summer finally here, we can all look forward to the beautiful days that are the validation for why many people live here. The beauty that is in Minnesota seems boundless, and the best way to see it is by air. Flying



Jay Hietpas

also provides opportunities for aviators to share the excitement and beauty of flying with those who may not have had that opportunity or experienced flying previously. I urge you to take advantage of the great flying weather as often as you can and go see our beautiful state.

I want to take this opportunity to say thank you to the many aviation people I have had the opportunity to meet and work with. As my time at the Office of Aeronautics comes to an end, I can say that it has truly been an enjoyable experience that has significantly broadened my knowledge

of transportation on the aviation side of the house. It was moving for me to experience the passion for aviation that I see in nearly everyone I meet. Thanks for your support, cooperation, patience, and friendship. I really do appreciate that very much.

I want to reassure you that during this transition period as the new director steps in, your Office of Aeronautics staff will continue to work hard for you. They are very dedicated, passionate aviation people like you, and they are ready to help you.

Thanks again!



## Cassandra Isackson Named New Director of Minnesota Aeronautics

ST. PAUL, MINN. – Tim Henkel, Assistant Commissioner of Modal Planning and Program Management for the Minnesota Department of Transportation (MnDOT),

announced recently that Cassandra Isackson, a 15-year veteran with



Cassandra Isackson

MnDOT, has been chosen as the new Director of Aeronautics. She began her new position officially April 24, 2013. Jay Hietpas, the Interim Director, will remain at Aeronautics for a short period of time to assist Isackson in the transition.

Cassandra Isackson began her career working for the Alabama Department of Transportation in Materials and Tests. She received her Bachelor of Science in Civil Engineering from the University of Alabama. Isackson is a

registered professional engineer in the state of Minnesota.

Isackson's most recent position has been as the Director of the Office of Transportation Data and Analysis (TDA). She has served in various roles throughout MnDOT including the Office of Traffic, Safety and Technology, the MnDOT Metropolitan District Traffic Office, the Office of Project Management and Technical Support, and Materials and Road Research.



## The Value of Aviation In Minnesota

General Aviation is defined as all flights other than military and scheduled airlines.

- General Aviation contributes more than \$150 billion to the U.S. economy annually and employs more than 1,265,000 people.

- General Aviation has a \$12.2

54 JUNE/JULY 2013 MIDWEST FLYER MAGAZINE

billion impact on the state of Minnesota through its network of 135 public airports.

- General Aviation has created 164,900 jobs in Minnesota, and provides more than \$6.5 billion in labor income annually.

- In the U.S., General Aviation aircraft fly almost 24 million hours and carry 166 million passengers annually.

- There are nearly 4,000 paved General Aviation airports open to the public in the U.S. By contrast, scheduled airlines serve fewer than 500 airports.

- Over two-thirds of all the hours flown by General Aviation aircraft are for business purposes and General Aviation is the primary training ground for most commercial airline pilots.

# Rain, Floods & Thunderstorms... The potential is there...

**F**looding can occur in almost every part of the U.S. and during any month. In 2012, 39 percent of flood fatalities occurred from *driving* into flood water and 18 percent from *walking* into it. The reason so many people drown during flooding is because few of them realize the incredible power of water.

It only takes six inches of water to knock over an adult or cause loss of control of a vehicle. Twelve inches (1 foot) of water will float many vehicles and only two (2) feet of rushing water will carry them away, including pickups and 4000 pound SUVs.

Each year, more deaths occur due to flooding than from any other severe weather-related hazard. The Centers for Disease Control report that over half of all flood-related drownings occur when a vehicle is driven into hazardous flood water. The next highest percentage of flood-related deaths is due to walking into or near flood waters. Why? The main reason is people underestimate the force and power of water. Many of the deaths occur in automobiles as they are swept downstream. Of these drownings, many are preventable, but too many people continue to drive around the barriers that warn you the road is flooded.

The depth of flood water is not



Dan McDowell

always obvious. *It can be especially hard to judge at night.* The best option is to play it safe and turn around. If you're driving or walking and encounter flood water, turn around. Don't drown.\*

In locations throughout the U.S., summer thunderstorms can produce localized flash floods and significant ponding in a very short period of time. Heavy rains and downpours can easily and quickly produce enough water to drive small rivers and streams well over

their banks for a short, but significant period of time. Thus, even driving to the airport or anywhere during a thunderstorm, can pose hazards, like flooding and lowered visibilities that must be taken seriously.

Clearly for pilots, there is nothing good about thunderstorms. The most general type (as opposed to a severe thunderstorm) can still bring heavy rain, lightning, and possibly hail. The thunderstorm doesn't even have to be over the airport or in the approach or departure path to be a significant hazard to aviation. Any thunderstorm can hold the potential to toss hail out of its updraft or anvil for inordinate distances. Additionally, lightning can strike 15 or more miles away from the parent thunderstorm.

Of course there are other dangerous elements associated with a thunderstorm including low-level winds and wind shear associated with storm outflow and gust fronts. Deteriorating visibility associated with lowering ceilings and rain showers are also hazards associated with thunderstorms. That is why they must always be taken seriously. The potential is there...

*\*EDITOR'S NOTE:* Thanks to [www.USA.gov](http://www.USA.gov), and [www.noaa.gov](http://www.noaa.gov) for the above important information. □

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## LET'S FLY & DINE

### JK Flyers Restaurant At St Cloud, Back In Business

ST. CLOUD, MINN. – Jeff Keller's airport restaurant, "JK Flyers," is back and doing better than ever.

The restaurant opened just after the city unveiled a \$5 million, 9,000-square-foot expansion at St. Cloud Regional Airport – just before the Delta-Northwest merger that resulted in St. Cloud losing daily air service out of St. Cloud.

But after two years of waiting and the inauguration of new airline service by Allegiant Air two days a week, people are back at the airport and they're hungry.

JK Flyers' menu offers breakfast and 17 burgers, salads, appetizers, kids meals, and Keller's favorite, the "Philly Cheese Steak." "The burgers are the best in town," says airport director, Bill Towle.

When you arrive at St. Cloud Regional Airport, park your plane on the general aviation ramp at St. Cloud Aviation, enter and exit the building, then walk the short distance to the terminal.

JK Flyers is open 7 days a week from 9:00 am to 1:00 pm and three hours before all scheduled airline flights. For more information call 320-252-5058. □

# CALENDAR

Send the date, times, location  
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and contact person's telephone number,  
address & email address for reference.

First 15 words **FREE!**

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

Complete "Calendar of Events" Form At

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**NOTAM: Pilots, be sure to call ahead  
to confirm dates and for traffic advisories and  
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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.

**NOTE: Due to the cancellation of many  
military aircraft, some air shows may  
not be held. Call ahead to confirm.**

## JUNE 2013

- 1\* **FISHERS (UMP), IND.** - Tom Wood Aviation Community Day at the Indianapolis Metropolitan Airport 10am-4pm.  
[www.tomwoodaviation.com](http://www.tomwoodaviation.com)
- 1\* **MILNOR (4R6), ND.** - June Jamboree Pancake breakfast 7-11am at the Milnor Harris Lunneborg Field.  
CTAF 122.9 701-680-1001
- 1\* **BOONE (BNW), IOWA** - Iowa Pilot Palooza. Pilot forums 3:30pm, Food 5pm, featured speaker Rod Machado - aviation humorist & educator at 6pm. Planes arrival beginning at 2pm & departure at 7:30pm. Under-wing camping available! Lawn chairs, tie-downs and a cooler for drinks. 515-964-1398.
- 1\* **AMERY (AHH), WIS.** - Pancake breakfast 7-11am.
- 1\* **WEST BEND (ETB), WIS.** - Pancake breakfast 7-10am. 262-338-8411.
- 1\* **JENISON (08C), MICH.** - Breakfast 7am-Noon at Riverview Airport.  
269-903-5427.
- 1\* **ST. LOUIS/CHESTERFIELD (SUS), MO.** - Transition to High Performance Aircraft Seminar is for pilots wishing to transition to high performance aircraft. Topics include: fuel injected aircraft, turbo-charged engines, high altitude operations, oxygen systems, climb, cruise, decent planning and speed control. 8:30am-2pm. [www.spiritpilotshop.com](http://www.spiritpilotshop.com)
- 1\* **ALEXANDRIA (AXN), MINN.** - Chandler Field featuring a lunch of pork chops and hot dogs along with Maui Wowie smoothies. Exhibitors include LifeLink

- III, Minnesota DNR, Tanis Air Products, EAA Chapter 702, Cirrus Aircraft and more! \$0.25 fuel discount for all aircraft that fly in! The lunch will be held from 10am-2pm.
- 1-2 **JUNCTION CITY (3JC), KAN.** - National Biplane Fly-In at Freeman Field.  
[www.nationalbiplaneflyin.com](http://www.nationalbiplaneflyin.com).
- 1-2 **BLAINE (ANE), WIS.** - **Discover Aviation Days - Breakfast 7-11:30am, Lunch Noon-3:30pm, Pilot Safety Seminars & Aviation Programs on both days. An evening Hangar Dance with 15 piece 1940s swing band on Saturday evening. Numerous Aviation Booths & Flying Demonstrations and Kids Activities all at Anoka County Airport - Janes Field. [www.discoveraviationdays.org/](http://www.discoveraviationdays.org/)**
- 1-2 **BOLINGBROOK (1C5), ILL.** - Cavalcade of Planes. IL Aviation Museum is open with artifacts, jets, simulators. Various other vendors, food, drink & music. A great 2 day event.
- 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 11:30am 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.
- 2 **JUNEAU (UNU), WIS.** - Wings and Wheels 2013. Pancake breakfast & car show at the Dodge County Airport. Displays include aircraft, custom cars and trucks, antique farm equipment, fire and rescue vehicles.
- 2 **DEKALB (DKB), ILL.** - Breakfast includes hot fluffy pancakes, sausage, cooked to order eggs, coffee, and juice.  
[www.eaa241.org](http://www.eaa241.org)
- 2\* **KNOX (OXI), WIS.** - Pancake & sausage breakfast 7am-Noon at Starke County Airport.
- 2\* **NOBLE (OLY), ILL.** - Airplane shaped pancakes, sausage patties with biscuits & gravy, doughnuts, coffee, juice & milk at Olney-Noble Airport 8-11am.  
618-393-2967.
- 2\* **FORT ATKINSON (K61C), WIS.** - Wings & Wheels Breakfast Extravaganza 8am-Noon. New & old car displays.  
920-397-0037 Email: [gday@idcnet](mailto:gday@idcnet).
- 7-8\* **COLUMBUS (OSU), OHIO** - Private Pilot Refresher Class. An 8 hour class over two days at Ohio State University. Not FAA required but WINGS credit. Cost: \$75 Advanced registration required.  
614-292-5473.
- 8\* **LODA (1C1), ILL.** - Pancakes & sausage breakfast 7-11am. Pork chop sand-

- 8\* **ALLIANCE (2D1), OHIO** - Pancakes, eggs, sausage breakfast at Barber Airport 8am-Noon. *Rain date 9th.*
- 8\* **COTTONWOOD FALLS (9K0), KAN.** - Pancake breakfast at the Chase County Airport 7-10:30am. Same weekend as the Flint Hills PRCA Rodeo and the Flint Hills Rodeo Parade 2pm, Rodeo 8pm. Transportation from airport will be available. Camping at airport is welcome. [www.1535.eeachapter.org](http://www.1535.eeachapter.org)
- 8\* **SOUTH SAINT PAUL (SGS), MINN.** - **Annual Fleming Field Homebuilder's Fly-In 10am-5:30pm - Come join us this summer for our annual fly-in with informational seminars covering a wide range of topics related to amateur built aircraft. Here you will be able to show off your plane and learn new skills from experienced builders. Admission is free to the public! For more information, please contact: Airport: 651- 554-3350: Ami Sela: 612-860-3734 or Email: [airport@flemingfield.com](mailto:airport@flemingfield.com)**
- 8\* **NOBLESVILLE (I80), IND.** - Pancake breakfast 8-11am. Grass runway.
- 8\* **SWANTON (TOL), OHIO** - National Flight Aviation Expo & Fly-In at Toledo Express Airport 9:30am-3pm.
- 8-9 **MANITOWOC (KMTW), WIS.** - **"Thunder On The Lakeshore Airshow" featuring the best civilian acts. Get up close and personal with airshow performers, and pilots of classic vintage airplanes. Enjoy an iconic EAA pancake breakfast at the local EAA Chapter 383. Fly in and stay for the day. See [ThunderOnTheLakeshore.com](http://ThunderOnTheLakeshore.com) for details.**
- 8-9\* **RACINE, WIS.** - Pancake breakfast 7-11am.
- 8-10\* **ROCHESTER (RST), MINN.** - The Commemorative Air Force Minnesota Wing in conjunction with the Scott Hosier World War II Roundtable will have its B-25, PT-22, BT-13, and L5 aircraft from 9am- 6pm. [www.cafsmw.org](http://www.cafsmw.org) or [www.ww2roundtable-rochester.org](http://www.ww2roundtable-rochester.org)
- 9 **ROCK FALLS (SQI), ILL.** - Breakfast 7am-Noon at the Whiteside County Airport.  
309-441-6106.
- 9 **WATERTOWN (RYV) WIS.** - **Pancake breakfast & open house 8am-noon; airplane rides 10am-1pm; static displays, and more!**
- 9 **SPENCER (SPW), IOWA** - Pancake breakfast in the Big Yellow Hangar 7-11am. Many great airplanes to see.
- 9 **MONTEVIDEO (MVE), MINN.** - Breakfast/Flashback Car Show. Breakfast 8am-1pm. Car Show till 2:30pm.
- 9\* **SIoux CITY (SUX), IOWA** - Siouxland Aviation & Transportation Expo Breakfast, PIC eat Free 8am-Noon at Sioux Gateway/Col. Bud Day Field.

- Free museum entrance with breakfast. Cessna LSA on display, Balloon rides, car show, new Corvette and Camaro. Much More!!
- 9\* **SHELBY (C04), MICH.** - Breakfast & Back to the Bricks classic car show 7:30am-Noon at the Oceana County Airport.
- 9\* **MARSHALL (MHL), Mo.** - Chris Cakes Pancakes 7am-1pm. Tours at Nicholas Beazley Aviation Museum. [nicholasbeazley.org](http://nicholasbeazley.org)
- 9\* **FERGUS FALLS (FFM) MINN.** - Dad's Belgian Waffle Breakfast 8am to 1pm.
- 9\* **FERGUS FALLS (FFM) MINN.** - BBQ at Hangar 1221 Cloquet Carlton County Airport 5-8pm.
- 9\* **SULLIVAN (31WI), Wis.** - Breakfast 9-11am at McDermott Air Park.
- 9\* **RUSH CITY (ROS), MINN.** - Pancake breakfast 8am & Air Show. Antique tractor display, classic car show, Traveling Aircraft Museum.
- 9\* **MASON (TEW), MICH.** - Pancake, eggs, sausage, juice & coffee breakfast 7-11am at Mason Jewett Field.
- 9\* **ANN ARBOR (ARB), MICH.** - Pancake Breakfast & Open House 8am-Noon.
- 14-16\* **LEES SUMMIT (LXT), Mo.** - EAA B-17 2013 Air Tour. [www.b17.org](http://www.b17.org)
- 14-16\* **OSCEOLA (I75), IOWA** - Taylorcraft Fly-In A get-together for owners and aficionados of all models of Taylorcraft. Camping, food, special events. Public welcome. Noon-Friday to Noon-Sunday. <http://restoredrunwayclassics.com>
- 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\* **KEOSAUQUA (6K9), IOWA** - Fly Van Buren pancake & sausage breakfast 7am-Noon. RC aerobatics show.
- 15\* **GREENWOOD (10C), ILL.** - Barnstormers! Aeroplanes & Automobiles pancake breakfast & BBQ lunch 9am-4pm at Galt Field. Stay the night & camp with your airplane in the meadow.
- 15\* **PEKIN (C15), ILL.** - Wings & Wheels pancake breakfast 7-10am & Lunch 11am- 2pm.
- 15\* **APPLETON (ATW), Wis.** - Open House/ pancake breakfast, sausage, scrambled eggs, coffee & juice.
- 15\* **PRAIRIE DU SAC (91C), Wis.** - Community Day breakfast 7am-11am. Lunch 11am-4pm. Motorcycle & car show, static airplane display & many family activities. At the Sauk Prairie Airport. *Rain date 16th.*
- 15\* **MOOSE LAKE (MZH), MINN.** - Pancake breakfast 7:30-11am.
- 15\* **WEST BRANCH (Y31), MICH.** - Pancake breakfast & lunch 8am-Noon.
- 15\* **TEA (Y14), S.D.** - Wings & Wheels Pancake, eggs, sausage, coffee, juice & milk breakfast 8am-Noon at Marv Skie-Lincoln County Airport.
- 15-16\* **BELLEVILLE (YIP), MICH.** - Thunder Over Michigan Airshow at the Willow Run Airport. [www.yankeearmuseum.org/](http://www.yankeearmuseum.org/)
- 15-16\* **MILLBURY (TDZ), OHIO** - Plane Fun & Food - military planes & vehicles on display at Metcalf Field 8am-5pm.
- 16 **PALMYRA (88C), Wis.** - Pancakes, eggs, ham, juice, coffee, milk and radishes breakfast 7am-Noon.
- 16 **STANTON (SYN), MINN.** - Breakfast 7am-noon. Kent Johnson 507-645-4030. [www.stantonairfield.com](http://www.stantonairfield.com).
- 16 **LACON (C75), ILL.** - Father's Day breakfast 7am-Noon at Marshall Airport.
- 16\* **CANTON (1D2), MICH.** - Pancake breakfast 7-11am at Canton Plymouth Mettetal Airport.
- 16\* **GARRISON (D05), N.D.** - Breakfast 8:30am-12:30pm.
- 16\* **SCHAUMBURG (06C), ILL.** - Gourmet pancakes, eggs & sausages breakfast 8am-Noon.
- 16\* **SHEBOYGAN (SBM), Wis.** - Wings & Wheels 7am-5pm. Pancake breakfast 7-11am. Antique cars & tractors, model airplanes & trains, hamburgers, brats, kettle corn, ice cream & more. 920-377-0704
- 16\* **WAUPACA (PCZ), Wis.** - Breakfast 7:30-11:30am. 920-572-7673.
- 16\* **CRYSTAL (MIC), MINN.** - Open House/ Pancake Breakfast 7am-3pm. Warbirds, static displays, fly-overs, airplane rides.
- 16\* **DODGE CENTER (TOB), MINN.** - Pancake breakfast 7am-Noon.
- 16\* **ELKHART (3C1), IND.** - Pancake & sausage breakfast 7-11am at Mishawaka Pilots Club.
- 16\* **LAKE ELMO (21D), MINN.** - Pancake, sausages, scrambled eggs, juice, milk & coffee breakfast 8am-Noon.
- 16\* **WAUTOMA (Y50), Wis.** - Chicken, beans and all the goodies 10am till gone.
- 16\* **BEACH CITY (2D7), OHIO** - Pancakes, eggs & sausage breakfast 8am-noon. Sandwiches & pie noon-3pm. Grass airstrip.
- 16\* **HUTCHINSON (HCD), MINN.** - Pancake breakfast 8am-Noon. Pork chop, baked potato, beans, corn, apple sauce bread and coffee or juice dinner 4-7pm. 320-587-3802.
- 17 **LACON (C75), ILL.** - Safety Seminar at 7:00 PM. 309-246-2870. [manager@marshallcountyairport.com](mailto:manager@marshallcountyairport.com).
- 22\* **FORT ATKINSON (61C), Wis.** - Wings & Wheels Breakfast Extravaganza featuring Jones Dairy Farm Breakfast from 8am-Noon.
- 22\* **HAVANA (910), ILL.** - Breakfast 7-10:30am. *Rain date 29th.*
- 22\* **JACKSON (JXN), MICH.** - Pancakes, eggs & sausage, coffee, tea, or water 7am-Noon at Jackson County-Reynolds Field.
- 22\* **LUDINGTON (LDM), MICH.** - Breakfast & Car Show 7am-Noon at Mason County Airport.
- 22\* **MIDDLEFIELD (7G8), OHIO** - Pancake breakfast 7-11am at Geauga County Airport.
- 22\* **PERU (GUS), IND.** - Pancake breakfast 8-11am. Lunch 11am-2pm at Grissom ARB.
- 22\* **BENTON (1K1), KAN.** - Stearman Field Fly-In breakfast 7am-Noon. Static displays, vendors, kid activities. 7pm Live Music and Skydivers!
- 22\* **ROYALTON (38WI) Wis.** - Pancakes, eggs, sausage, coffee, milk, orange juice breakfast 7-10am at Northport Airfield.
- 22\* **ZANESVILLE (OH36), OHIO** - Pancake, sausage and egg breakfast 8am-2pm at Riverside Airport.
- 22-23 **MENOMONIE (LUM), Wis.** - Menomonie AirFest and AutoShow. Pancake & sausage breakfast. Free air show, car show, radar run & various static displays.
- 22-23 **DAVENPORT, IOWA** - Quad City Air Show. <http://www.quadcityairshow.com/>
- 23\* **FLUSHING (3DA), MICH.** - Pancakes, sausage, eggs breakfast 7-11:30am at Dalton Airport.
- 23\* **NILES (3TR), MICH.** - Pancakes & sausage, or biscuits & gravy, real orange juice & coffee breakfast 7am-Noon at Jerry Tyler Memorial Airport.
- 29 **BIG RAPIDS (RQB), MICH.** - AirFest. Pancake breakfast 7am - 11am (PIC eats free), pilot seminar, pilot drawing(s), family fun, concession stand featuring lunch menu beginning at 11am. Events from 7am-3pm.
- 30 **AITKIN (AIT), MINN.** - Breakfast 7am-11am, Lunch 11am-3pm. Fly-in and car show, pancake breakfast, brats & hamburgers, afternoon- biplane rides.
- 30\* **LAKE IN THE HILLS (3CK), ILL.** - Pancakes, eggs, sausage, juice & coffee breakfast 8am-Noon.
- 30\* **WELLS (68Y), MINN.** - Pancakes, French toast, sausage, eggs to order, milk, juice and coffee breakfast 7am-Noon. 507-553-3100.
- 30\* **RIO (94C), Wis.** - Eggs, sausage, & pancakes breakfast 7am-Noon at Gilbert Field.
- 30\* **ST. CLOUD (STC) MINN.** - Granite City Festival fly-in; static displays; classic cars; pancake breakfast 8am-1pm. 320-253-6400
- 30\* **STRUM (3WN9), Wis.** - Pancake & sausage breakfast 8-11:30am at Brion Memorial Field. CTAF 122.9 Airport info at [airnav.com](http://airnav.com).

## JULY 2013

- 2-3\* **ST. LOUIS (STL), Mo.** - EAA B-17 2013 Air Tour. [www.b17.org](http://www.b17.org)
- 4 **MONMOUTH (C66), ILL.** - Breakfast 7am-10:30am. Arts and crafts display, and patriotic music by the Monmouth municipal band.
- 4\* **ROLLA, N.D.** - Breakfast 9-11am. Airshow: 2-5pm, Street Dance: 9pm. In conjunction with 125th Celebration of Rolla.
- 4\* **MT MORRIS (C55), ILL.** - Breakfast 7-11am at Ogle County Airport.
- 4-7\* **BRainerd (BRD), MINN.** - Ford Tri-Motor Event & Airport Open House (6th) [brainerdairport.com/trimotor.html](http://brainerdairport.com/trimotor.html).
- 5-6 **PHILLIPS (PBH), Wis.** - **Price County Fly-In/Float-In & Lake Rattle & Roll. Aerobatic display 7pm Friday and 11am Saturday. Breakfast buffet on Saturday from 8:30a.m.-11:30p.m. at Harbor View Pub & Eatery & live bands at 4-8:30pm and 9pm-1am. 715-339-3701.**
- 6\* **MANSFIELD (MFD), OHIO** - Mansfield Airport Day.
- 6-7\* **WATERLIET (40C), MICH.** - 6th steak fry. 7th pancake/egg breakfast. Camping at airport if you like to.
- 7 **AUSTIN, MINN.** - Pancake, spam, sausage, milk, coffee and juice breakfast 7am-1pm. 507-433-1813.
- 7\* **WINONA (KONA), MINN.** - **Max Conrad Breakfast Airshow & Free Carshow 7:30-11:30am.**
- 11-14\* **ALLIANCE (2D1), OHIO** - Feature Vintage Aircraft. 13-14th breakfast 7-11am at Barber Airport. 330-823-1168.
- 13\* **FORT WAYNE (SMD), IND.** - Pancakes, sausage, eggs, juice and coffee breakfast 7-11am at Smith Field Airport.
- 13\* **MIAMISBURG (MGY), OHIO** - Pancakes, sausage, juice & coffee breakfast at Dayton-Wright Brothers Airport 7:30am-2pm.
- 13\* **LARCHWOOD (2VA), IOWA** - Pancake breakfast 7-11am.
- 13-14\* **EDEN PRAIRIE (FCM), MINN.** - AirExpo 2013.
- 14 **MIDDLETON (C29), Wis.** - **Pancake Breakfast 7:30am-Noon at the Middleton Morey Airport.**
- 14 **HALLOCK (HCO) MINN.** - Pancake and sausage breakfast with scrambled eggs, coffee and juice. 7am-Noon. 218-843-2593.
- 14 **SAUK CENTRE (D39), MINN.** - **Sinclair Lewis Days Fly-In Breakfast 8:30am-1pm. 320-352-5201. [www.saukcentrechamber.com](http://www.saukcentrechamber.com)**
- 14 **TWO HARBORS (TWM), MINN.** - Pancake Breakfast In Conjunction With Airstest 7am-Noon at Richard B. Helgeson Airport.
- 14\* **CLOQUET (COQ), MINN.** - BBQ 5-8pm at Cloquet Carlton County Airport.

- 14\* **PLATTEVILLE (PVB), Wis.** - Pancakes, eggs, sausage, applesauce, juice, milk & coffee breakfast.
- 14\* **TWO HARBORS (TWM), MINN.** - Pancake Breakfast 7am-Noon at Richard B. Helgeson Airport.
- 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 displays as provided. 920-847-2448. Rain date 21st.**
- 20\* **HILLSBORO (3H4), N.D.** - Brats & Bean Lunch 10am-1pm.
- 20\* **ZANESVILLE (OH36), OHIO** - Pancake, sausage & egg breakfast 8am-2pm at Riverside Airport.
- 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](http://www.eaa431.org). Camping available on the field.
- 26-28\* **MADISON (MSN), Wis.** - CAF AirPower History Tour. National Air Tour of Historic WWII Aircraft. [www.airpowerquadron.org/#/madison-wi/c1122](http://www.airpowerquadron.org/#/madison-wi/c1122)
- 27\* **ASHLAND (ASX), Wis.** - Pancakes & sausage breakfast 8am-Noon. Bratwurst Noon-?. Air show until 1pm. 715-682-7070. *Rain date 28th.*
- 27\* **SIREN (RZN), Wis.** - Wild rice pancakes 7-11am. At the Burnett County Airport. 715-349-7076.
- 28 **NEW HOLSTEIN (8D1), Wis.** - Airport Days & New Terminal Dedication 920-898-5768 ext. 111 [www.ci.new-holstein.wi.us](http://www.ci.new-holstein.wi.us)
- 28\* **MADDOCK (6D3), N.D.** - Fly-In & Golf Ball Drop.
- 28\* **FREMONT (14G), OHIO** - Pancake breakfast. Camping on 27th if you want to.
- 29-8/4 **OSHKOSH (OSH), Wis.** - **EAA AirVenture 2013. [www.airventure.org](http://www.airventure.org)**
- AUGUST 2013**
- 29-8/4 **OSHKOSH (OSH), Wis.** - **EAA AirVenture 2013. [www.airventure.org](http://www.airventure.org)**
- 3\* **SHELBY (12G), OHIO** - Pancake breakfast 8am-Noon.
- 3\* **ZIONSVILLE (TYQ), IND.** - Down Syndrome Indiana Open House/Fly-In 10am-2pm. Music, food, ice cream & much more at the Indianapolis Executive Airport.
- 4 **RED WING (RGK), MINN.** - Sturdi Wheat Pancakes Breakfast, Scrambled Eggs, Sausage, Coffee, Milk and Juice. 8am-Noon.
- 4\* **CRESCO (CJJ), IOWA** - Breakfast 7:30am-12:30pm at Ellen Church Airport. 563-547-3434.
- 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.
- 10\* **WINN (53W), MICH.** - Eggs, ham, cheesy potatoes & pancakes breakfast at Woodruff Lake 8am-Noon.
- 10\* **BRIGHTON (45G), MICH.** - Burgers & brats lunch & car show 10am-3pm.
- 10\* **ALLIANCE (2D1), OHIO** - Pancake, eggs, sausage breakfast 8am-Noon at Barber Airport. *Rain date 11th.*
- 10\* **FRANKENMUTH (66G), MICH.** - Grassroots Fly-In/Camp-In Noon-5pm. Food, bonfire, camping & more! Shower facilities available. Free shuttle into town.
- 10-11\* **MILACA (18Y), MINN.** - Airport breakfast. 10th - Pot luck 5pm until it is gone. Flag Retirement Ceremony by American Legion. 11th - 7am-Noon pancakes, sausage, ham, eggs, fruit & beverage breakfast. Under wing camping and limited RV Camping available. Various displays and demos.
- 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.
- 11\* **QUEEN CITY, Mo.** - Watermelon & BBQ Fly-In at Applegate Airport 1pm-Dark. 660-766-2644. Right hand traffic runway 16 & left hand traffic runway 34.
- 13-18 **MIMINISKA, Ontario, Canada - Canadian Fishing Fly-Out to Miminiska Lodge. 196 nm north of Thunder Bay, Ontario. Contact Krista 888-465-3474 or [krista@wildernessnorth.com](mailto:krista@wildernessnorth.com)**
- 17 **FOREST LAKE (25D), MINN.** - Open House & pancake breakfast, corn on the cob, brats, ice cream 7am-4pm. at Daniel De Ponti Memorial Airport. Car show and activities included! 651-776-1717.
- 17\* **INDIANAPOLIS (7L8), IND.** - Taildraggers Rendezvous grilling burgers & hot dogs at Post-Air Airport 10am-2pm.
- 17\* **MASON (TEW), MICH.** - Aviation Day. Eggs, sausage, juice & coffee breakfast 7:30-11:30am. Grilled steak lunch Noon-3pm at Mason Jewett Field.
- 17\* **NEWARK (VTA), OHIO** - Breakfast & Open House. Pancakes, eggs, sausage, coffee & juice breakfast 8am-Noon at Newark-Heath Airport.
- 18 **TOMAHAWK (TKV), Wis.** - Breakfast, lunch and static displays 7am-4pm. 630-777-9400.
- 18\* **BOYCEVILLE (3T3), Wis.** - Breakfast 7am-Noon.
- 18\* **MANKATO (MKT), MINN.** - Pancakes, eggs to order, sausages, milk, juice, & coffee breakfast 7:30am-12:30pm.

- 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.
- 24 **MATTOON (KMTO), ILL.** - Airshow 13 Airshow, gates open at 11am, free admission, P51 Mustang, Jet School Bus. Facebook-Coles County Memorial Airport.
- 24 **PERRY (PRO), IOWA** - Fly Iowa 2013. Breakfast, Air Show and other exhibits. Events start at 7am.
- 24\* **NOBLESVILLE (I80), IND.** - Pancake breakfast 8-11am.
- 24\* **SPARTA (8D4), MICH.** - Chris Cakes Pancakes breakfast at Paul C. Miller-Sparta 7am-5pm.
- 24-25\* **WAUKESHA (KUES), WIS.** - Wings Over Waukesha Airshow. For advance tickets, etc. visit: <http://www.wingsover-waukesha.com>
- 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.
- 25 **JUNEAU (UNU), WIS.** - Pancake breakfast & Juneau August Fest.
- 25\* **MILNOR (4R6), N.D.** - Barbeque Supper 4pm to Sunset at Milnor Harris Lunneborg Field. Free will offering. CTAF 122.9. 701-680-1001
- 25\* **LAKOTA (5L0), N.D.** - Fly-In & Golf. Norris Severtson 701-247-2561 / 3289.
- 25\* **WINDOM (MWM), MINN.** - Pancakes & French toast breakfast 8am-12:30pm. 507-830-0273.
- 31 **SHELL LAKE (SSQ), WIS.** - Flight breakfast/reunion 7:30-11:30am. No Airshow. 952-356-4942.
- 31 **MARION (MZZ), IND.** - Pancake Breakfast and aircraft, vintage cars, trucks, fire trucks and tractors display 7am-2pm.
- SEPTEMBER 2013**
- 1\* **DUNSEITH (S28), N.D.** - International Peace Garden Fly-In, 10:30am-1pm. Really fun discussions across the border! 10:30am coffee and discussion at the Peace Garden Conservatory, lunch at the adjoining Peace Garden Cafe.
- ND Aeronautics Commission 701-328-9650.
- 1\* **MONDOVI (W69), WIS.** - Log Cabin Fly-In 9:30 a.m. Lunch at Noon. Picnic lunch: hot dogs, baked beans, potato salad, fresh buttered sweet corn, coffee, water, pop, assorted desserts and lots of camaraderie. 715-287-4205.
- 7 **RED WING (RGK), MINN.** - Annual Bar-B-Que Burgers and Brats will be served 4-7pm. Bring a salad or dessert to pass.
- 7\* **OSCEOLA (OEO), WIS.** - Wheels and Wings. Breakfast, lunch, airshow, classic airplanes and hundreds of classic cars.
- 8\* **BISMARCK (BIS), N.D.** - Pancake breakfast, cool cars, sweet airplanes 7:30 am-1:00 p.m. (701) 223-4754.
- 8\* **JACKSON (MJQ), MINN.** - Breakfast 7:30am-12:30pm. Visit Fort Belmont Rendezvous.
- 8\* **MT. MORRIS (C55), ILL.** - Breakfast 7am-Noon at Ogle County Airport.
- 8\* **VIROQUA (Y51), WIS.** - Chili Feed & Car Show 11am-3pm.
- 8\* **NEW ULM (KULM), MINN.** - Breakfast 7am-12:30pm. 507-354-8940.
- 14 **ROCK FALLS (SQI), ILL.** - The Old Fogeys Fly-In Lunch 11am-2pm at the White-side County Airport. 309-441-6106.
- 14 **FARIBAULT, MINN.** - Pancake, sausage & scrambled eggs breakfast in conjunction with AirFest 7am-Noon. Airfest 612-618-5883. Breakfast 507-744-5111.
- 14\* **ALLIANCE (2D1), OHIO** - Pancake, eggs, sausage breakfast. *Rain date 15.*
- 14\* **JACKSON (JXN), MICH.** - Pancake breakfast 7am-Noon at Jackson County-Reynolds Field.
- 14\* **OCNTO (OCQ), WIS.** - Fly-in 9:00-5:00, Remote Control, Vintage, Experimental, Car-Tractor Show, Food, Museum, 920-246-5620.
- 15\* **BOTTINEAU (D09), N.D.** - Breakfast 8am-1pm. 701-228-5265.
- 21 **ANTIGO (AIG), WIS.** - Breakfast served from 9-11am, Lunch from 11am-3pm at the Langlade County Airport. Airshow at 1pm.
- 21\* **INDIANAPOLIS (IND), IND.** - Aviation Festival & Hog Roast. Great food, static airplane display, carnival games and much more 11am-4pm.
- 21\* **LEE'S SUMMIT (LXT), Mo.** - Pancake breakfast 8:30am-Noon.
- 21\* **MIDDLEFIELD (7G8), OHIO** - Airport Day Pancake breakfast 7am-3pm at Geauga County Airport.
- 22 **NEW HOLSTEIN (8D1), WIS.** - Pancake Breakfast 7:30-11:30am, 920-898-5768 ext. 111.
- 22 **HINCKLEY (OC2), ILL.** - Pancakes, sausage & eggs, cooked to order. [www.eaa241.org](http://www.eaa241.org)
- 22\* **MADISON (DXX), MINN.** - Breakfast 8am-Noon. R/C aircraft demonstration at the Lac qui Parle County Airport.
- 22\* **ENDERLIN (5N4), N.D.** - Sunfest Fly-In at the Sky Haven Airport 8am-Noon. Held in conjunction with Enderlins Sun-Fest Days.
- 22\* **HINCKLEY (OC2), ILL.** - Grassroots Pancakes, eggs, sausage, juice & coffee breakfast 7-11:30am.
- 28\* **LADYSMITH/TONY (RCX), WIS.** - Fall Fly-In Pancake brunch 9am-1pm at the Rusk County Airport. In conjunction with Rusk Fall Festival. 715-532-2257.
- OCTOBER 2013**
- 5\* **RED WING (RGK), MINN.** - Fall Fly-Out meet at the Main Terminal Building 9:30am-3pm. 715-441-1790.
- 6\* **NOBLESVILLE (I80), IND.** - BBQ lunch Noon-3pm.
- 10-12 **FORT WORTH, TEXAS - AOPA Aviation Summit 2013.** [www.aopa.org](http://www.aopa.org)
- 13\* **MT. MORRIS (C55), ILL.** - Pork 'n Pie Feast Old fashioned pig roast with all the trimmings, including home-made pie!
- 19\* **LEE'S SUMMIT (LXT), Mo.** - Pancake breakfast 8:30am-Noon.
- 20\* **WATERVIET (40C), MICH.** - Chili Hop lunch in conjunction with 5k run, 10am- 4pm. 269-208-3296.

**FOR MORE LISTINGS,  
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OR TO POST YOUR EVENT ONLINE,  
GO TO [WWW.MIDWESTFLYER.COM](http://WWW.MIDWESTFLYER.COM)  
(CALENDAR OF EVENTS)**

**Sinclair Lewis Days Fly-In Breakfast**  
Sunday, July 14, 2013 - 8:30 a.m. to 1:00 p.m.  
Sauk Centre (MN) Municipal Airport - 39115 Co. Rd. 186  
Call 320.352.5201 for more information  
or visit [www.saukcentrechamber.com](http://www.saukcentrechamber.com)

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## Keep it short? You sound like an editor!

by James Hanson

**F**ew of us have been lucky enough to do exactly what we wanted to do for a living. Even fewer have been lucky enough to make our play into our work—without turning it into work. If I hadn't worked at the airport all my life, I would have been thinking about it while doing some other job.

That being said, aviation is unique in that we are dependent on good health to be able to remain employed as pilots. An old axiom of aviation is that "We're only one medical away from a career change!" People in most professions can have an illness or injury, and continue working at their job. Think about it – how would most people feel if they were faced with suddenly not only losing one of the most enjoyable activities they've ever done, but suddenly found they could no longer do the job they had prepared for during their entire working career.

I decided that I would like to be a writer. Wouldn't you know, I picked the ONE profession that pays even LESS than aviation! I didn't do anything about it until Buzz Kaplan of Owatonna, Minnesota, and I were returning across the Atlantic from



James Hanson

Europe with the Caravan. Buzz asked me, "What am I going to put in my museum (Heritage Halls in Owatonna)?" I replied, "I would have thought you would have thought of that before you spent \$6 million on the building!" He asked for my help: "You go to more museums than anyone I know... Would you give me a hand with this?" We met with the architects and a graphic designer three days after returning. I proposed 106 subjects for the museum; we ended up doing 103 of them. In addition to designing the general layout and displays, I researched and wrote the text – over 660 pages – plus captions – the equivalent of three books. Dick Coffey from *Minnesota Flyer* asked if he could publish our accounts of our trip to Europe and Africa. It took 16 issues to get it all in (and you want me to do this in a couple of minutes?).

I'm a voracious reader and there is something magical when reading the works of someone that captures the essence of an activity. Ernie Gann was able to do that....I can't....but that's never kept me from trying! A real writer can make up entire fantasies -- settings, dialogue – but not me. Ernie Gann could weave his own thoughts and observations into a story. I'm not a writer...I'm a storyteller. I write about my own experiences, but like Ernie Gann, I sometimes interject my own observations into the story.

It's been said, "everybody has at least one book in them." I've been lucky

enough to have enough experiences for hundreds of columns and thousands of pages.

People often ask about the process of writing. I tell them, "It's easy...just sit down at the computer, and open a vein....."

One of the board members of the Minnesota Aviation Hall of Fame (a friend) said, "We can't give the award ("Best Aviation Writing by a Minnesotan") to you...you don't write books, only magazines." I reminded him that those magazines – with monthly circulation and over a period of years probably reach far more people than most books – and that magazines are able to shape ideas because they are topical. That same friend, in nominating me, told the board, "Well, we can always give it to Jim...he may not be the best author, but he certainly is the most prolific." He was just joking – I think – I hope!"

I will end by thanking the editors of *Minnesota Flyer*, *Midwest Flyer Magazine*, and EAA magazines for allowing me to indulge myself as an aviation writer dilettante. I'd also like to thank my wife, Maryalice, for proofreading my work. Being a retired school teacher, and a wife of (almost) 40 years, she gently "suggests" changes – and being a husband of 40 years, I'm smart enough to accept them! I'd like to thank the Minnesota Aviation Hall of Fame for this award, a recognition that I can do something other than fly!

Most of all, I'd like to thank the readers, without whom I'd just be one more moron spouting his opinions into thin air!

**EDITOR'S NOTE:** The forgoing was Jim Hanson's speech in accepting the "Best Aviation Writing by a Minnesotan Award" for 2013. The award was presented at the Minnesota Aviation Hall of Fame investiture ceremonies, April 20, 2013. Hanson is the airport manager at Albert Lea Municipal Airport. Emails are welcomed at jimhanson@deskmedia.com, as are telephone calls at 507-373-0608. □

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